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# THE AMERICAN ELEVATOR AND GRAIN TRADE



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PUBLISHED BY Mitchell Brothers Publishing Co. } A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS. One Dollar Per Annum SINGLE COPIES, 15 CENTS

VOL. XLI 431 South Dearborn Street, Chicago, Ill., March 15, 1923 NO. 9

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TO BE AGGRESSIVE FOR YOU

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**Grain**

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**HAMILTON'S** *Llevator* **BELTING**

The Kind That Grandpa's  
Superintendent Bought  
**IT LASTS FOR YEARS**

*Write for samples and prices*

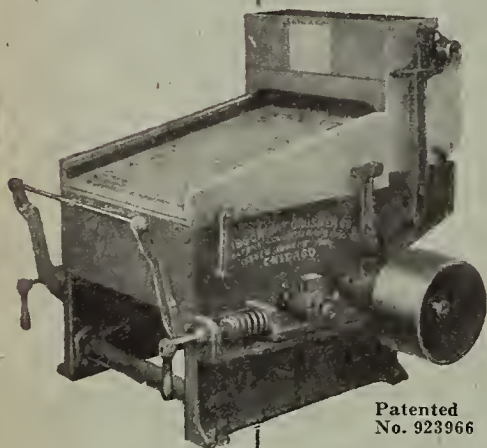
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**SHARP CRACKED CORN  
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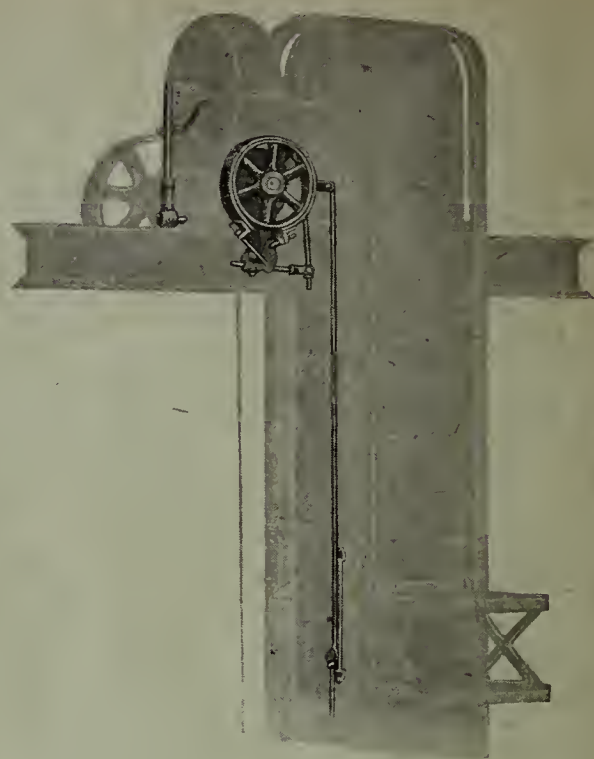
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CRACKER will do it.

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WITH  
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The weight of the passenger after the  
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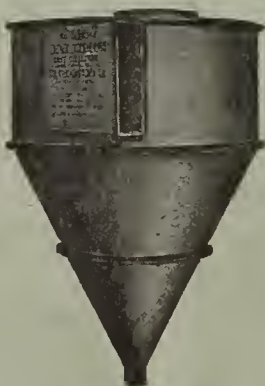
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**For Grain Cleaners**  
ALL STEEL

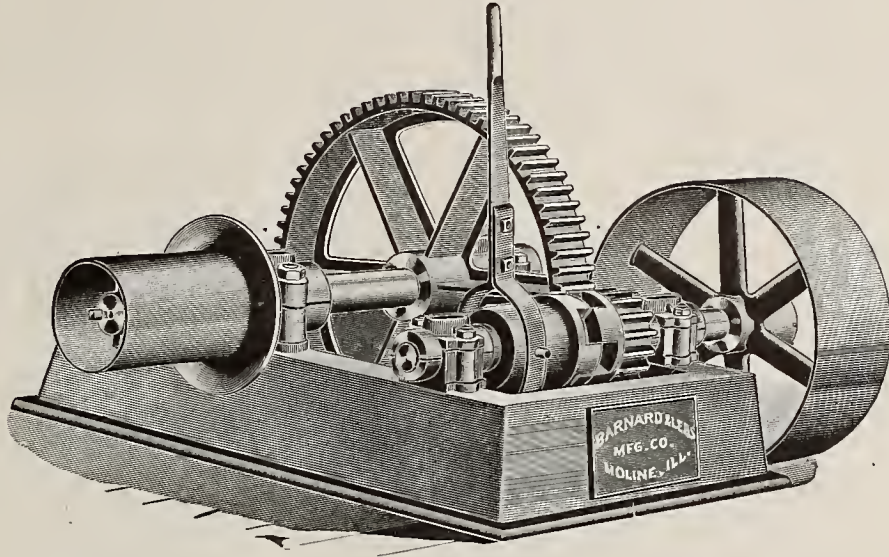


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The Barnard-Moline Single Geared Car Puller, illustrated above will save you a great deal of time in placing freight cars on your siding exactly when and where you want them. It will pull from one to eight loaded cars on true, level track, or if more cars than this must be handled at one time, our Double Geared type, which pulls from five to fifteen loaded cars will fully meet all requirements.

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There are hundreds of Barnard-Moline car pullers in use in all parts of the country, and all are giving perfect satisfaction.

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MILL BUILDERS AND  
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





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Its geographical location together with its railroads radiating to all sections of the country, makes it a logical outlet and distributing point to the East, South and Southeast.

These splendid railroad facilities assure quick handling of shipments with prompt returns on same.

Indianapolis also takes a natural



The Indianapolis Board of Trade

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The market's adequate weighing facilities, its efficient inspection department, and increased elevator storage and drying equipment makes Indianapolis more and more important each season as a market for shippers and buyers of grain, hay and feeds.

*Route your grain and hay to any of the following firms, all devoted to your interests and all members of the*

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*The Better Kind of Grain Handling Machinery*

Installed in your elevator will help you to operate at full capacity. Frequent shut downs and waiting for repairs dissipate your profit. Weller Made Machinery is made by men who know its application and the conditions under which it is to operate—it proves its merit because quality is built into it.

You owe it to yourself when building or making repairs to get our prices.



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*We make a complete line of:*

Apron Conveyors	Elevator Spouts
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Bucket Elevators	Wagon Dumps
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Power Transmitting Machinery  
Coal and Ash Handling Machinery



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Tell us the kind of equipment you are interested in. Catalogue showing illustrations also giving data that will help in making your selection will be sent. Experienced engineers are also at your service.

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M. J. Cahill & Co., Boston, Mass., says:—

Our Weller Bucket Elevator has proved the finest system of handling our coal. With this equipment we unload a 50-ton car in less than two hours; in the past month and a half it has handled 50 cars of coal and on the average it will handle about 12,000 tons or 240 cars a year.

Coal arrives at our yard in hopper-bottom cars, from which it is dropped into a hopper beneath the track. From this hopper it is fed by a reciprocating feeder into a boot—and the Weller Buckets turn into this boot, take the coal out and elevate it about 35 feet to a trough from which it goes to various bins through 5 chutes. This system causes no breakage of coal, and we handle nut, egg, stove, soft, and pea coal.

Formerly, we used a portable belt conveyor. This method necessitated loading our wagons by hand and required trimming at the bin, both running into considerable expense. In fact, our figures show a cost of \$19.20 a car or \$0.3840 per ton for handling with the belt conveyor, while with our Weller System our cost is only \$5.00 per car or \$0.10 per ton. A saving each year as a result of the Weller installation of \$3,408. No trimming is necessary with this equipment.

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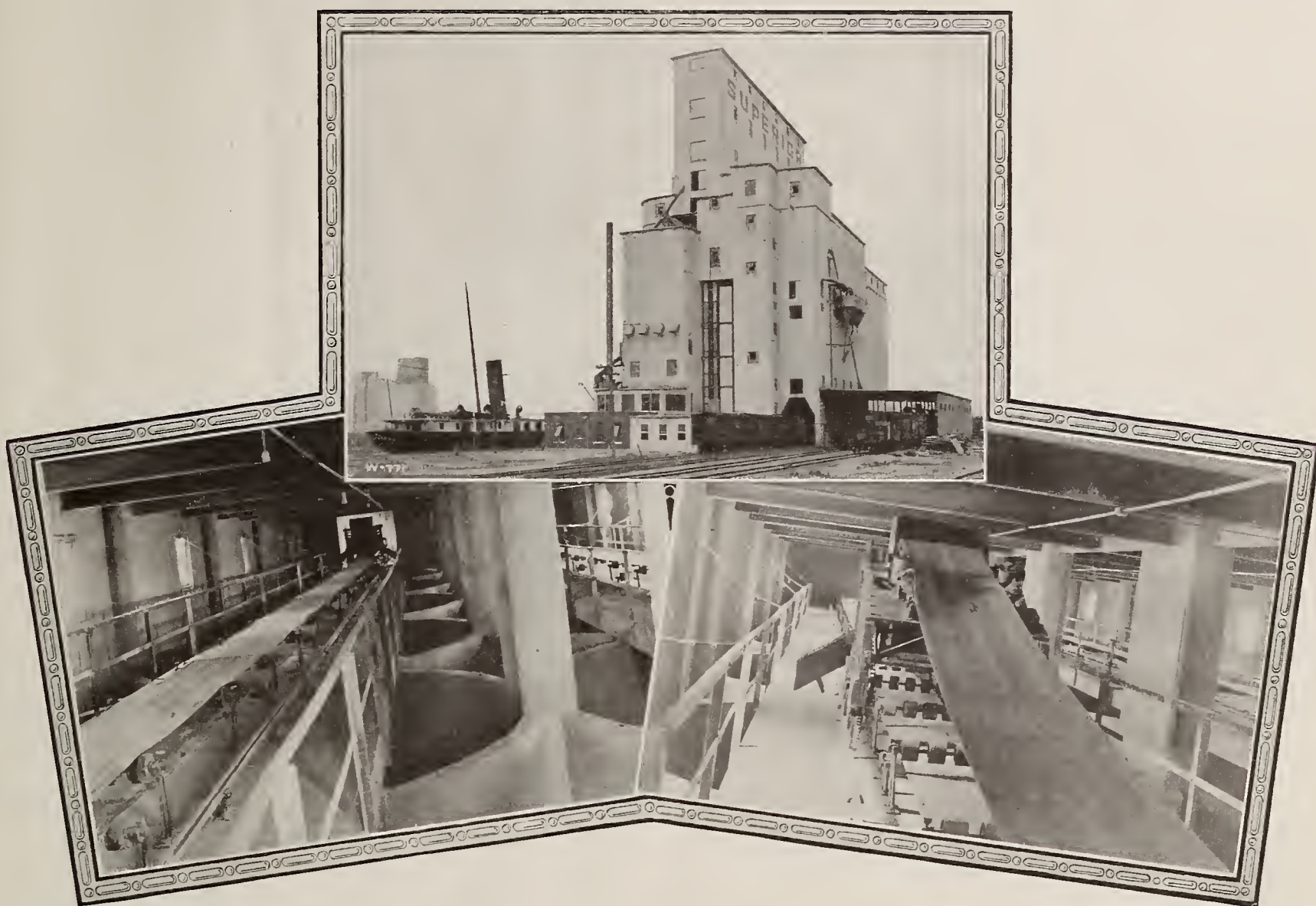
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THE McQUILLAN CO., Grain, Hay, Feeds

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Webster grain handling equipment is invariably specified by successful builders of grain elevators. They know when they recommend Webster equipment that it will live up to the high standard which they demand.

The experience of numerous installations in grain elevators and mills is concentrated in the Webster Organization. Let them select suitable equipment to meet your particular requirements.

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OF

GRAIN ELEVATORS, FLOUR MILLS, WAREHOUSES,  
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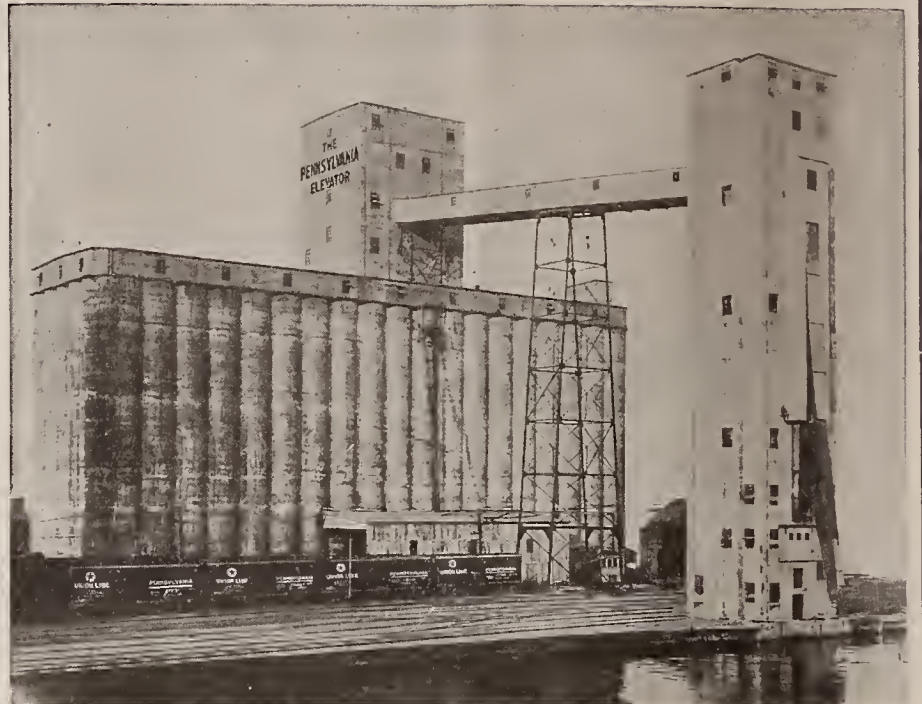
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"THERE'S A REASON"

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Engineers and Contractors

Designers and Builders  
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PENNSYLVANIA RAILROAD COMPANY ELEVATOR, ERIE, PA.

1,250,000-bushel Concrete Workinghouse and 25,000-bushel Marine  
Tower. Reinforced Concrete. Latest improvements. Write us for  
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Six Buildings Designed by us in 1920.

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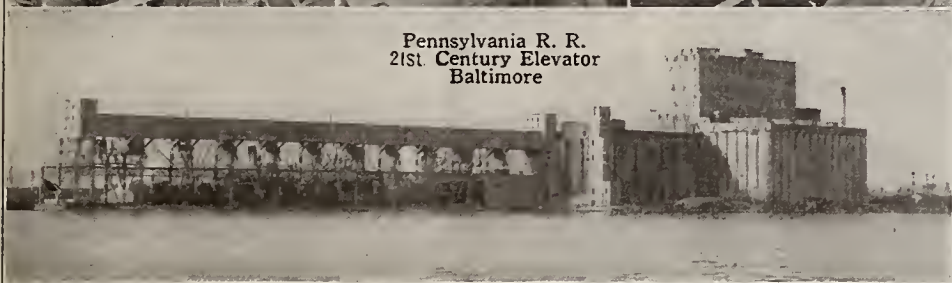
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320 Merchants Exchange Bldg., St. Louis, Mo.

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Have recently designed and patented some valuable improvements in grain elevators, which will interest you.

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A grain storage built this way is always ready in plenty of time for the new crop and costs are not increased by rush work.

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GRAIN ELEVATOR DEPARTMENT

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All-steel machines for all kinds of  
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Our long experience as a builder of elevators insures you an  
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Designers of Grain Elevators, Flour  
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We would like to ship  
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No charge unless the  
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—write today. Guar-  
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Contains a further selection of the more  
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about the condition of that grain in your bins?

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to tell you the exact condition of  
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*Over 100 Elevators Equipped*

Write for Description

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## Transit Leaks

are unknown to the grain ship-  
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## KENNEDY Car Liners

Enormous Increased Sales prove  
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### The Kennedy Car Liner

is the only device offered the  
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Leak-Proof. Cheap—Modern—  
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Ask for a copy of our Bulletin on  
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Capacity 1,500,000 Bushels  
Completed 1914



Buenos Aires Elevator Co.  
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Capacity 750,000 Bushels  
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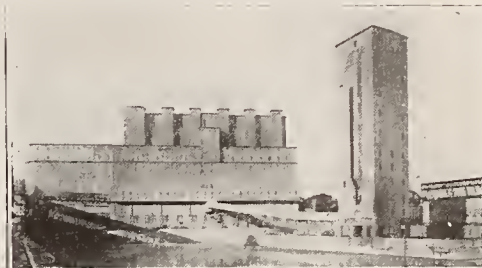
## John S. Metcalf Co. Grain Elevator Engineers



Chicago & North Western Railway Elevator  
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Capacity 10,000,000 Bushels  
Completed 1920

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Harbour Commissioners Elevator No. 2  
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Capacity 2,600,000 Bushels  
Completed 1912



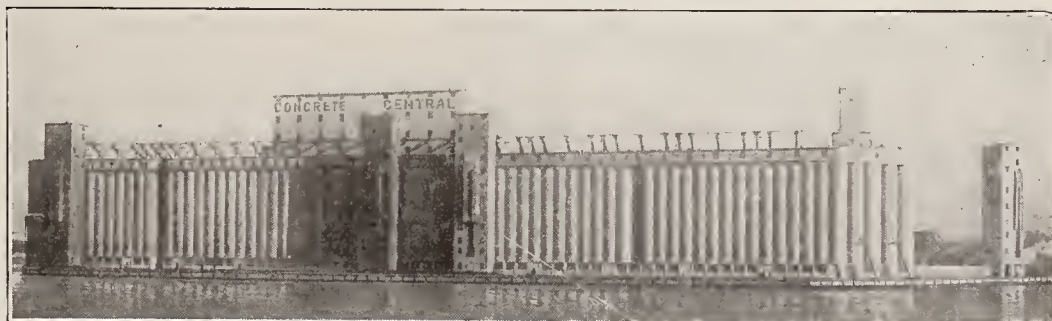
Sydney Terminal Elevator  
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Built Elevators  
Assure You  
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Invincible Compound Shake  
Double Receiving Separator

*Smooth Running  
Perfect Air Control  
Long Lasting  
Dependable*

Built in Sixteen Sizes—Ranging in Capacity from  
Fifty to Five Thousand Bushels Per Hour

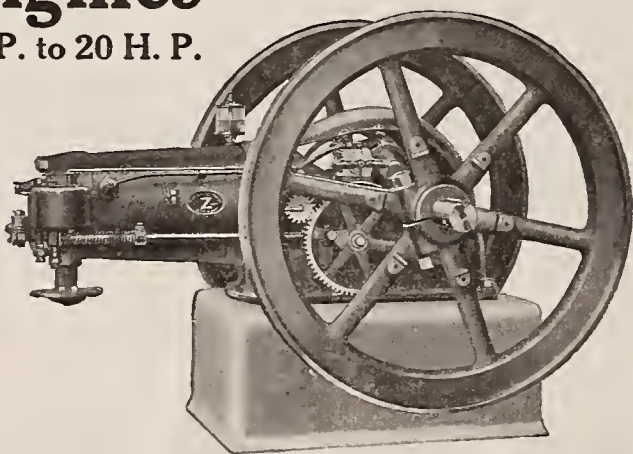
The Invincible Grain Cleaner Company  
SILVER CREEK NEW YORK

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1½ H. P. to 20 H. P.



### Proven Elevator Power



You'll never worry about power after you have installed a "Z" Engine. Sizes 1½ to 20 H. P. have high tension ignition—throttling governor—use kerosene as well as gasoline. "Z" engines operate at low speed—means long life. "Z" engine power is dependable.

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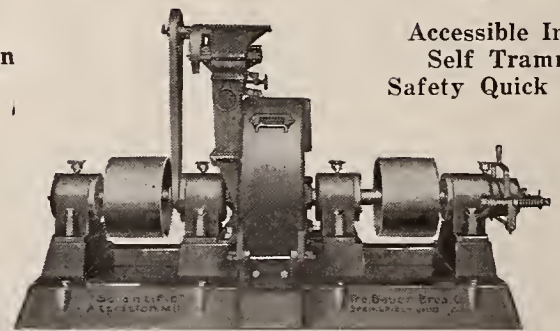
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The Bauer Belt-Driven Ball Bearing Attrition Mill

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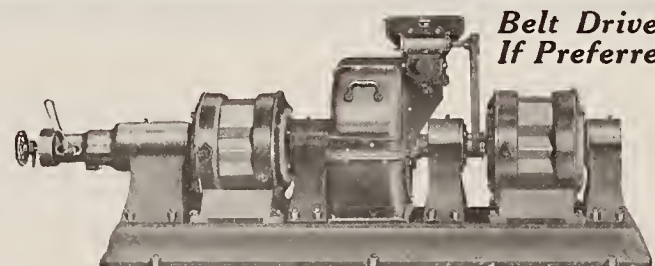
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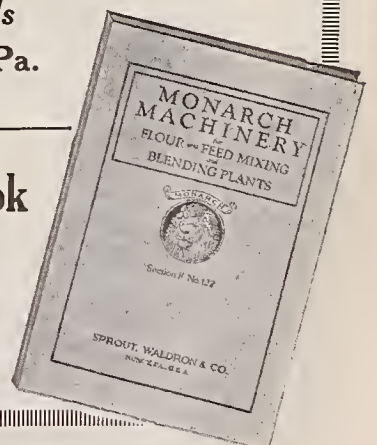
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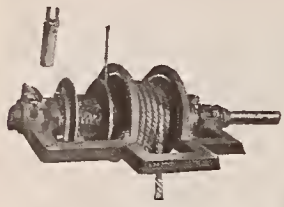
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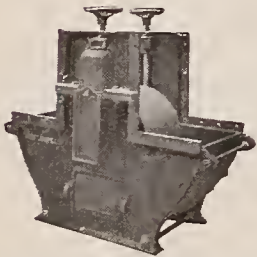
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Superiority has been our aim in the manufacture of Constant machinery, rugged strength has been sought for and scientific designing has given to machines and specialties bearing our mark, a growing popularity wherever grain elevators are built and grain is handled.

Constant machines involve principles which are the result of years of patient experimenting for greatest possible results. In costs and quality, the factors that enter so largely into economical operation, the former is made reasonable and the latter assures continuous, lasting service.

We are ready to serve you on your spring orders. Write, wire or phone regarding your needed equipment for the new elevator or for machinery to improve the old plant.

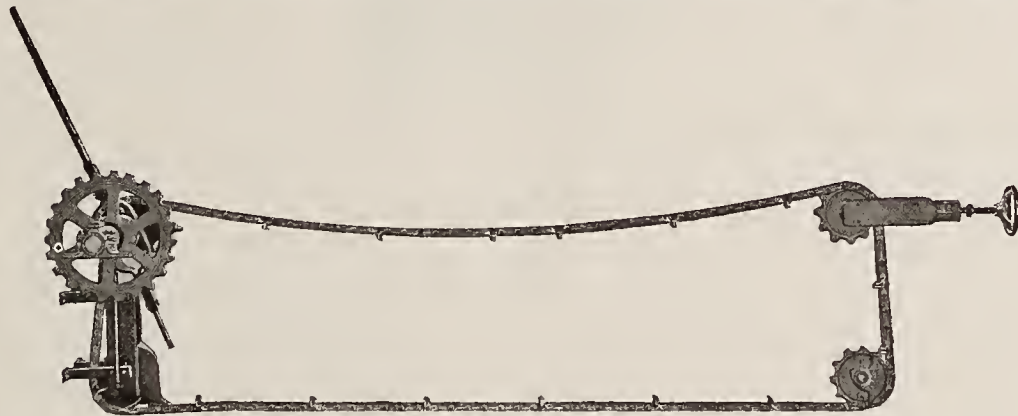
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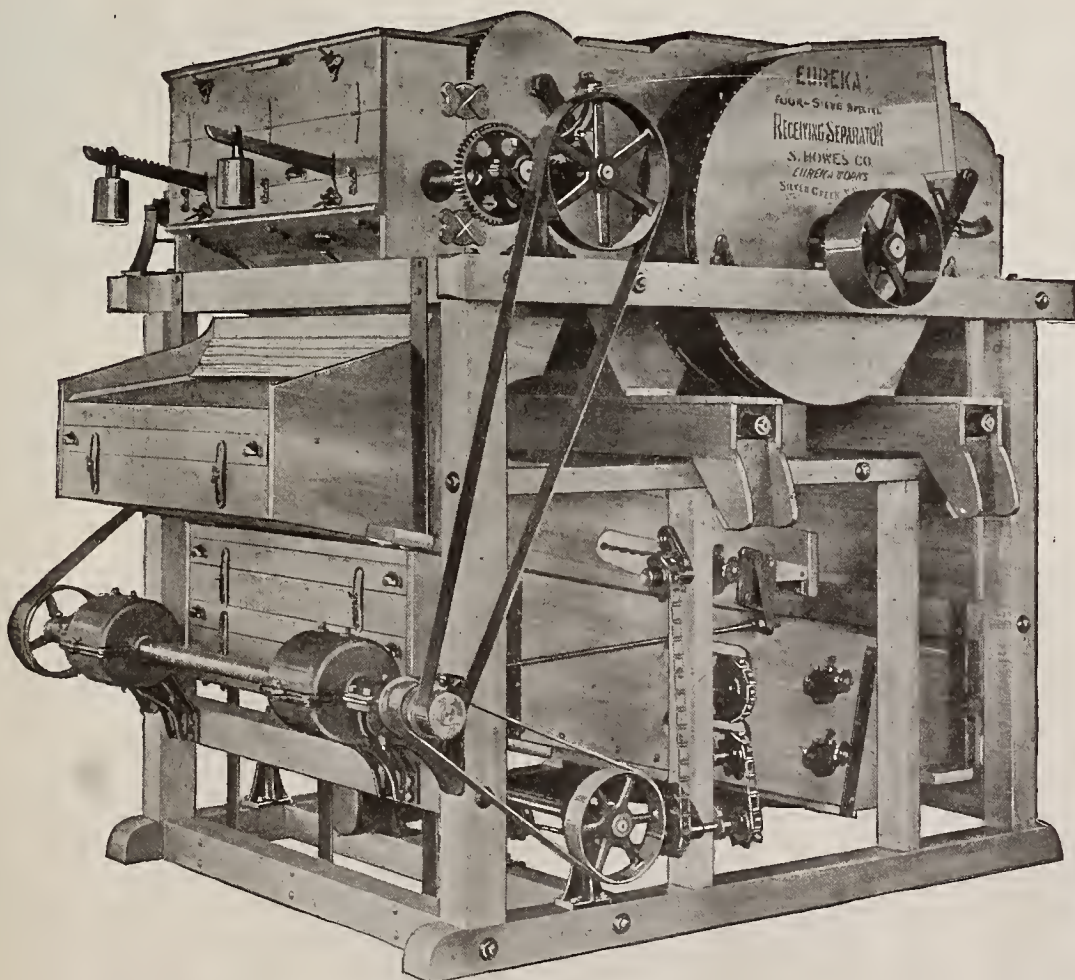
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Write for Catalog No. 27

DECATUR

ILLINOIS

## CLEAN WHEAT WOULD SAVE 14,000 CARS



Washington, Dec. 22.—Shipment of clean wheat to markets by farmers and country elevators would go a great way toward reducing car shortage and effect large savings in the cost of transportation of the grain, Robert H. Black, in charge of the department of agriculture's grain cleaning investigations, said today.

During the 1920-21 crop year dockage or foreign material in wheat shipped to market was so great, he declared, that more than 14,000 more freight cars were required to haul it to market than would have been necessary had clean wheat been shipped.

**THE CONDITION REFERRED TO  
WOULDN'T EXIST IF EVERYONE  
OWNED A  
"EUREKA" FOUR-SIEVE SPECIAL  
SEPARATOR**

America's Grandest Grain Cleaner

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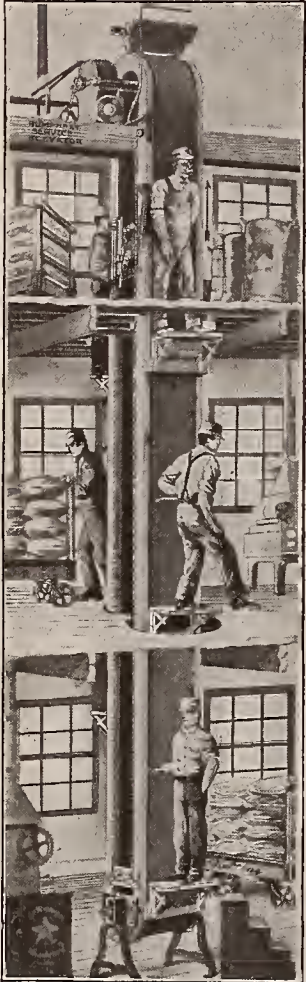


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## Quick Trips to the Cupola



and upstairs from the work floor demand a passenger elevator service that's absolutely dependable at all times.

For 32 years genuine Humphrey Elevators have been giving such service. Hundreds of the leading elevators and mills are using this safe, economical carrier.

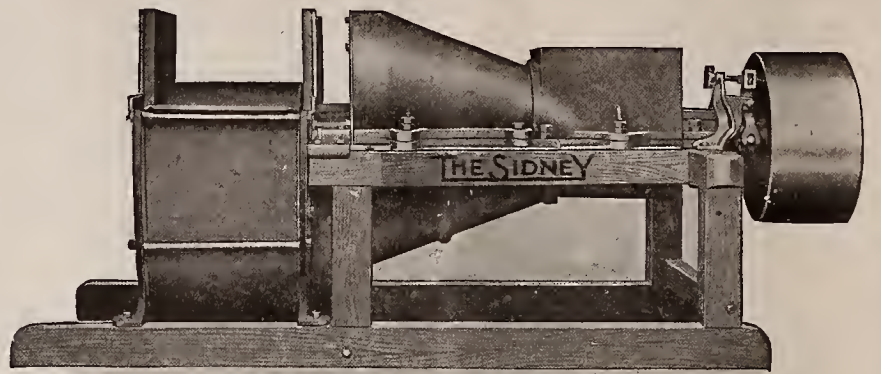
### Humphrey Elevator

has features which insure quiet, steady operation. The driving mechanism is a compact, self-contained unit running in oil bath; electric silent chain drive; patented Automatic Safety Stop; quick and easy control; self operating.

Our engineering department is prepared to give you complete data for an installation to fit your requirements. Write us today.

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*There is only one genuine Humphrey Elevator*



The Sidney Combined Sheller and Boot

The Sidney Combined Sheller and Boot without take-ups on boot is a combination of the regular Sidney Sheller and Standard Cast Iron Elevator Boot requiring no expensive hopping and eliminates deep tank or pit under elevator. It is guaranteed to work successfully on corn in any condition.

### Other Specialties for the Grain Trade Are:

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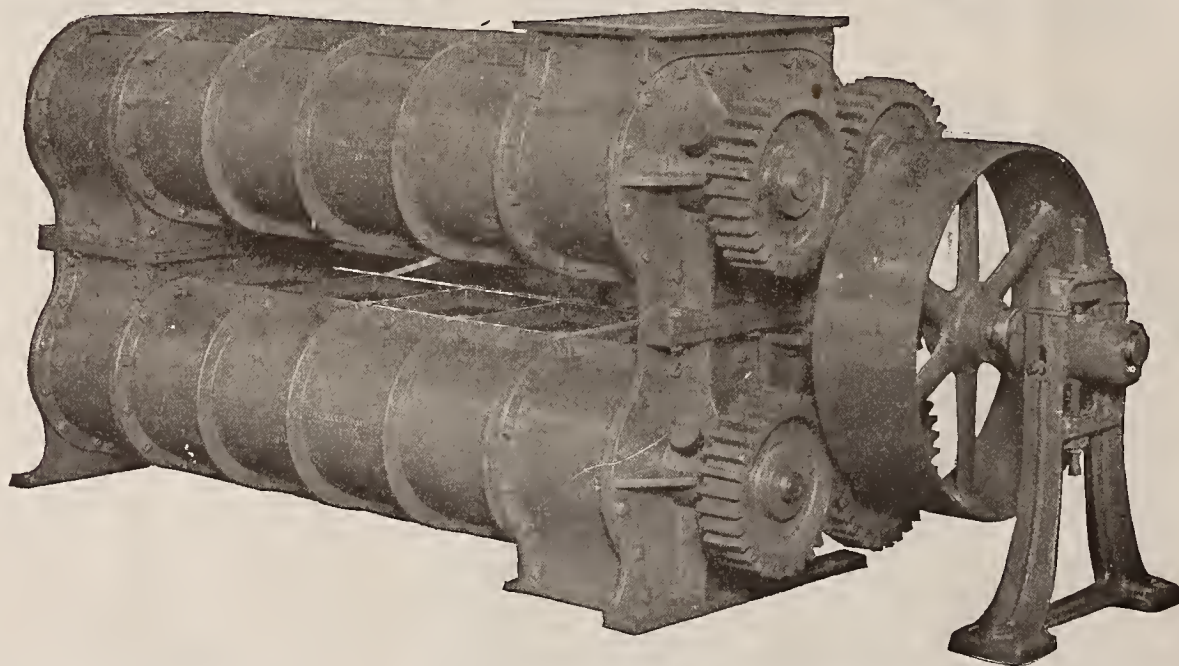
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One of the most exasperating and costly characteristics of molasses feed is its tendency to cake when placed in store.

This is a condition which is entirely due to improper mixing. By that, we mean the molasses is ordinarily applied to the surface of the feed instead of being completely absorbed, resulting in a sticky mass.

The Ellis Molasses Mixer eliminates the sticky nature of the product by mixing the feed and molasses under pressure. As a result the molasses is forced or pressed completely into the structure of the feed. The stickiness disappears and the feed is quite granular and free from lumps.

It is not unusual to add 40 per cent of molasses with an Ellis Mixer and produce a feed in excellent condition for indefinite storage.

Complete Particulars on Request

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# Experience Leads to Adoption of Morse Drives

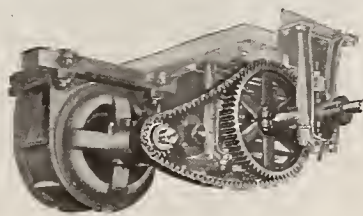
Jas. Richardson & Sons, Ltd., Equip Their New Annex with Power Transmission Which Has Been Under Test in Their Plants for Many Years

FOR sixty-five years the firm of Jas. Richardson & Sons, Ltd., has been one of the dominant factors in the grain trade of Canada. Its elevators at Kingston, Ont., were among the first built in the eastern part of the Dominion to handle grain brought from the West by boat. Gradually other elevators have been added until at the present time the company operates 140 country elevators and the 3,500,000 bushel terminal elevator at Port Arthur, a 1,500,000 hushel storage annex for which has just been completed.

During these many years about every type of equipment has been tried out, always with the view of finding the best and retaining it in service. In its Port Arthur terminal house, the equipment selected represented the result of these years of experience. When the elevator was completed in 1920 with a capacity of 2,000,000 bushels, 33 Morse Silent Chain Drives were used to transmit the power from the motors to the shafting. When the annex was built last year, after two years of additional test, the number of Morse Drives in the house was increased to 45. This is the more significant in that elevators at the Head of the Lakes, have a comparatively short season of operation between the late Canadian harvest and the close of navigation.

4 inches wide, 158 feet, 4 inches long, and 182 feet 2½ inches high. The storage in the working house is divided in four rows of circular bins 10 in a row, one row of 9 bins, and interstices. Ten shipping bins of 4,400 bushels' capacity discharge to steamers through five shipping spouts. The total capacity of this unit is 500,000 hushels.

The conveying equipment consists of three receiving legs, each with a double tier of buckets,



MORSE DRIVE OPERATING FROM SUSPENDED MOTOR

8x8x14 inches in size; three shipping legs similarly equipped; and four cleaner legs with a single line of buckets of the same size; one flaxseed leg; one 2-compartment screenings leg with two lines of 8x8x12-inch buckets; and one drier leg. In the basement are three 40-inch receiving belts in track shed under the tracks; three 40-inch shipping belts from storage annex under the bins; three 40-inch

one 30-inch fan at 1,740 revolutions also direct connected as well as a complete compressed air system.

The storage annex, part of which is new, is practically one unit consisting of four rows of circular tanks, 20 in each of three rows and two left out of the remaining row to make room for a marine tower; two small-section bins and a special large shipping bin of 12,400 bushels capacity, with a boat spout. The height of the tanks is 92 feet, the overhead gallery is 10 feet high and the hasement 11 feet 2½ inches, or 113 feet 2½ inches over all. All of the circular tanks are 23 feet, 2 inches in diameter, and the total capacity of storage annex is 3,000,000 bushels. The marine leg has a capacity of 15,000 bushels per hour. Power in the annex is furnished by four motors with a total of 145 horsepower, all transmitted by Morse Chain Drives.

The drier house is equipped with a 1,000-bushel Morris Drier, in two sections of 500 bushels each. It is operated by two motors of 45 horsepower, connected by Morse Chains.

The boiler house has one 72-inch by 20-foot tubular boiler; one automatic Standard Duplex Double-acting feed pump and receiver, 6x4x7 inches.

The transformer house has one 500-K.V.A. synchronous condenser, 900 revolutions, 600 volt, 3-



THE RICHARDSON ELEVATOR AT PORT ARTHUR IS EQUIPPED WITH MORSE CHAIN DRIVES

This means speed at every point in elevator; it means serious loss if transmission fails or is inefficient; it means that power transmission is one of the most important factors in operating and that only the very best would answer these exacting demands. It is a source of real satisfaction, therefore, to the Morse Chain Company that its drives were selected and have proved their worth.

The plant was built on a water lot, being designed and erected by the Barnett-McQueen Company, Ltd., of Fort William. The lot was approximately 1,400 feet in length from the shore line to the Government Harbor line, and 400 feet on the back side of the property. The dock consisted of a timber crib and pile foundation, with a concrete deck seven feet in height below the water. After the cribs were put in place the entire property was filled up to the water line, and piling driven for the foundation of the building.

The working house is 78 feet,

transfer belts to storage annex on the bin floor; one 40-inch reversible belt in the cupola; two 24-inch screenings conveyor belts; one 30-inch belt from drier; one 9-inch left hand screw conveyor; one 8-inch screw conveyor in the basement.

The transmission in the house is interesting as it has been worked out with great care. There are 25 leather belt drives, transmission operating ropes to wire cables; 45 Morse Silent Chain Drives. There are 57 motors, with a total of 2,000 horsepower, the elevating legs taking 1,300 horsepower, driven by rope drives, but connected to motors by Morse Chains. The dust collecting system which is very complete, is motivated by one 60-inch fan, direct connected, at 690 revolutions per minute; and

phase 60 cycle; three 300-K.V.A., 22,000-600 volt single phase 60 cycle power transformers; two 15 K.V.A. 22,000 volt—110 to 220 volt single phase 60 cycle lighting transformers; and six panel switch-board complete in every particular. The track shed is 95 by 158 feet 4 inches on the ground plan, with four tracks, each with three unloading sinks.

The total grain handled through the elevator during the crop year 1921-22 amounted to 11,727,550 bushels of wheat, oats, barley, rye, flaxseed and mixtures of these. Shipments of corn received from Chicago for the use of the Fort William Starch Works are unloaded by the marine leg of this house.

As the increase in Canadian acreage is certain, the demands upon the elevators at the Head of the

Lakes will become more insistent, but the Richardson Elevator is confident that its equipment of Morse Silent Chain Drives will keep the grain moving through the house as rapidly as boats can take it away.



## ENGINEERS PLANNING POWER TRANSMISSIONS

Secure Data and Estimates of "MORSE" DRIVES. SAVE Construction, Space, Light, Fuel. Producing More With Less.

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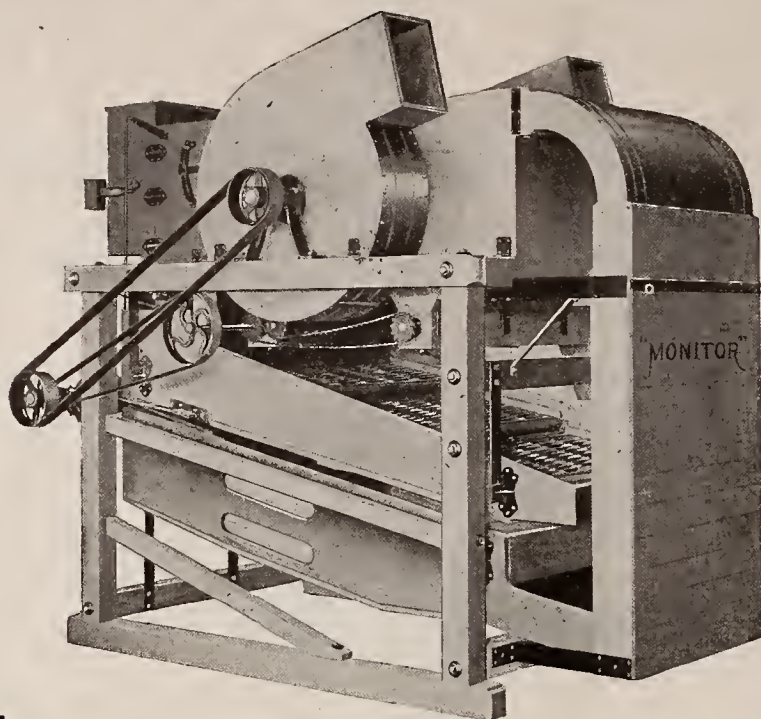
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## Its Work is Perfect

The mere fact that no change of screens, when changing grain, is required, does not of itself make a machine right.

In the MONITOR Combined Corn and Small Grain Cleaner, not only do you get the "always ready" Screen feature but you also get a machine specially designed to handle either large or small grains with equal efficiency.

The air separations of the MONITOR are just what they should be. No matter what the grain, you get the proper separation. There is no waste of good grain and no permitting of the impurities to pass with the good grain.

If the above statement is true, then the MONITOR is the machine to select, particularly for the elevator receiving the grain from the growers. If you have any doubt as to the truth of the statement, let us tell you of some of the users so that you can ask them. They know and we want you to get it from them.

Get posted on the MONITOR.

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and grain interests.

Official paper of the  
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VOL. XLI

CHICAGO, ILLINOIS, MARCH 15, 1923

NO. 9

# The Second Largest Elevator in the United States

## Elevator "A," at Kansas City, Kan., Operated by the Armour Grain Company, Has Capacity of 6,000,000 Bushels, Increased from Original Storage of 1,000,000 Bushels

**D**ESPITE the steady growth of grain elevator storage capacity at Kansas City from a total of 1,495,000 bushels in 1879 to 28,780,000 bushels in 1923, Elevator "A" of the Armour Grain Company, at Kansas City, stands out as the largest house at Kansas City, and despite rapid growth of elevator storage at other markets, it remains the largest grain elevator west of Chicago, and second only to the Northwestern Elevator at Chicago, in the entire United States.

The mammoth elevator stretches out its 194 large concrete tanks in the shape of an "L" along the tracks of the Atchison, Topeka & Santa Fe Railroad, at 52nd street, Kansas City, Kan. With its 6,000,000 bushels' capacity it easily overshadows

between that time and 1914, bringing the concrete storage capacity up to 5,700,000 bushels and 300,000 bushels in wood. Besides the 194 large concrete tanks there are the interstice bins and 87 storage bins in the concrete working house.

The working capacity of the plant has not been increased as rapidly as the storage capacity although under ideal conditions it would be possible to load 250 cars of grain in a day. The 10-hour receiving capacity is normally stated at 100 cars of grain, and the shipping capacity at 150 cars in 10 hours. When the working house was built the large storage capacity of the present day was not anticipated.

The elevator has all modern equipment for

the elevator boots, lofted to the scale hopper floor and then weighed through eight Fairbanks Hopper Scales. The distributing system provides for a great flexibility of movement. The grain can be sent direct to shipping bins or to storage; to cleaners, clippers; or to the driers. There are in the plant 14,000 feet of conveying belting to carry the grain to the various bins.

For the most part the grain is shipped out as received, but when conditions warrant the improvement of quality for shipping or as a measure of safety, four large Monitor Cleaners or four No. 10 Invincible Oats Clippers take care of it. Both cleaners and clippers have a capacity of from 8,000 to 10,000 bushels in 24 hours. The Hess Driers have



STORAGE TANKS OF THE ARMOUR ELEVATOR "A" AT KANSAS CITY, KAN.

the other grain elevator storage plants of the city and constitutes better than one-fifth of the total storage capacity in Greater Kansas City.

The original Elevator "A" was erected in 1905 by the John S. Metcalf Company, of Chicago, for the Santa Fe Railroad. The capacity at that time was 1,000,000 bushels, with three others at Kansas City of similar capacity, the Kansas-Missouri Elevator, the Milwaukee Elevator and the Union Pacific Elevator. The storage capacity of all elevators at Kansas City at that time was 10,100,000 bushels.

The elevator was first operated by the Richardson Grain Company and later by Harris-Scott & Co., both of which have long since gone out of business. Just previous to the purchase of the elevator by the Armour Grain Company, November 15, 1912, when the Chicago firm opened its first permanent office at Kansas City, the elevator was operated as a public storage house by the Santa Fe Railroad.

Most of the additions to the elevator were made

handling and cleaning wheat, corn, oats, rye, barley and sorghums, but no manufacturing of feeds or other cereal products is done. The Armour Grain Company does an extensive business in cereals, but owing to the small volume of oats received at Kansas City no manufacturing plant has been established there.

Both steam and electric power is used. The prime mover is a H. N. Strait Steam Engine of 1,000 horsepower. Sixteen motors of 700 horsepower are also employed. Both rope and chains are used in transmission of power, 140 feet of Morse Chain Drive, and 25,000 feet of Manila rope.

The equipment of the working house is adequate for the work that has to be performed. Practically all of the grains are handled and the multiplicity of bins makes it possible to distribute the various grades in the most economical manner. From the cars the grain is unloaded by Clark Power Shovels. From the track hoppers it is conveyed by belts to

a capacity of 48,000 bushels in 24 hours, which is ample for the ordinary run of Kansas corn.

While the main part of the elevator, including the working house, was built before dust explosions became such an important consideration as they are now in the plans and equipment of grain handling plants, the Armour Elevator "A," is well protected in ways other than its substantial construction. There is a journal alarm system in all bearings in the working house which signals the superintendent's office the moment a bearing becomes overheated. A Cyclone Blow Pipe Dust Collecting System is used, which reaches the main points in the elevator where dust is created in large quantities. It is not so extensive nor efficient as the similar installation in the Northwestern Elevator in Chicago, but is as comprehensive as the average elevator possesses. The dust collected by this system is carried to a dust house, separated some distance from the building, and there it is



## CONCENTRATE ON YOUR BUSINESS

BY TRAVELER

sacked with dust packers, ready to be sold. As much of this dust comes from the abrasion of the grain it is practically fine bran and makes a valuable constituent of feeds. There is also a Zeleney Thermometer System which registers the temperature of grain in each bin at all times, so that there is little danger of over heating.

In addition to the preventive measures mentioned above, the house is equipped with a dry pipe sprinkler system, which responds instantly to fire and floods the area so rapidly that spread of a blaze is practically impossible. The utility of the system in case of a dust explosion is questionable as the flame of an explosion travel faster than water, but for an incipient blaze where dust is not involved it is efficient.

The record of grain handled at Elevator "A" for one year, the last half of 1921 and the first half of 1922 follows:

Handled by steam power: Unloaded, 13,528,000 bushels; Shipped, 13,085,000 bushels; Railroad transfers, 1,488,000 bushels; Cleaned, 1,404,000 bushels; Clipped, 730,000 bushels; Dried, 1,685,000 bushels; Transferred bin to bin, 10,183,000 bushels.

Handled by electric power: In and out, 6,270,000 bushels; Transferred bin to bin, 16,290,000 bushels.

The Armour Company also operates an overflow house in Argentine, a part of Kansas City, Kan.

How many realize the value of concentration when it is religiously applied to any business? Go where you will you can find business men engaged with some problem, quite foreign to their particular business, in the hope of getting some immediate and fabulous profits, when right at their feet, perhaps, are all the essentials for safe and sure dividends if they could only be recognized and put into operation.

Today, competition in every line is so keen, that only those who give to their business constant thought and energetic application can hope to hold their own. Indifferent or slipshod attention to your trade can only result in disaster for yourself, and triumph for your competitor.

This is especially true in the grain business since the advent of co-operative companies has resulted in so many elevators being built in localities where the business was insufficient to warrant their construction. In such places, it is now up to the independent dealer to bring out any latent knowledge which he may have acquired in his years of experience, and use it at every opportunity to get and hold the business from his inexperienced competitor. It must resolve itself into a question of

owns a truck and who secures a hauling job which takes him away from his business for the best part of the day. This is, of course, an excellent way of taking care of expenses during the dull season and helping to pay for the truck; but the elevator man makes the mistake of going with the truck, himself, and leaving his youthful son to look after the business. Had he just reversed the order and put his son on the truck, while he remained to keep a watchful eye on his business, he would be showing much better judgment.

One more illustration. It is that of a dealer with a one-man plant, who, finding it lonesome at the elevator when business is slow, slips up-town to the store where the "bunch" is having a friendly game of cards. Nothing wrong in this, apparently; but the trouble is it soon becomes a habit, and after a time his trade begins to mention to each other that they can never find Brown at his elevator when they call, but must spend the time to hunt him up. It's surprising how quickly such a report will get around!

The day has passed when such business methods will be tolerated. The elevator man must be on the job every minute of the day, and constantly planning and watching to see that not the least of his trade is getting away. When he is doing this he will find that he is frequently picking up a competitor's customer, who has become tired of the other's indifferent attentions.

## NEW YORK IS WORRIED

New York has shown much concern recently as to the grain conditions in that port. The *Journal of Commerce* on February 28 reported:

"The congestion of grain in the eastern ports still exists and shows no indications of changing immediately, according to information and statistics obtained yesterday at the Produce Exchange. Figures on grain stored at the various elevators in the Port of New York as of Saturday show that there are 7,136,065 bushels here, as compared to 7,321,304 bushels a week ago Saturday, 5,760,972 bushels for the same period in 1922, and 4,781,882 in 1921. The increase over last year is roughly 28 per cent and over 1921 is 34 per cent.

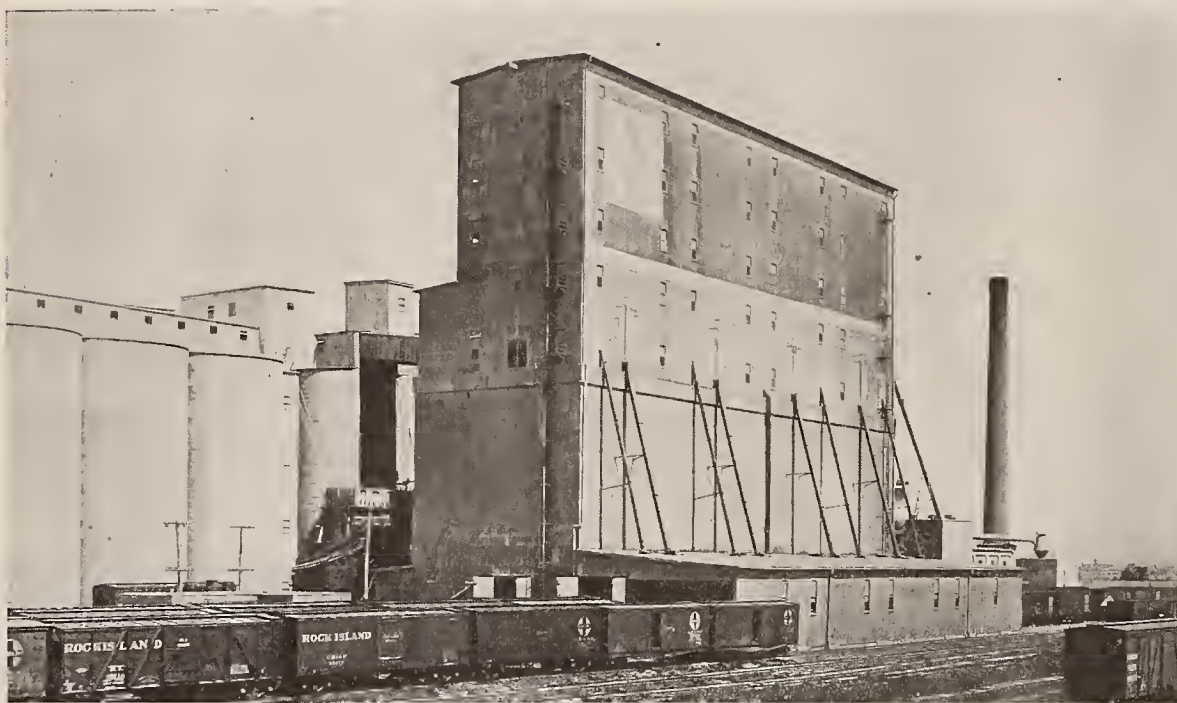
"The four and the five million bushels in 1921 and 1922 were moving for export, while the seven million bushels of last Saturday are practically at a standstill. The grain movement toward Europe is very slow, and the primary cause, which is the economic situation of the European states, shows no prospects of an immediate change for the better. In the meanwhile grain movements for exportation must be necessarily slow."

A few days previous A. J. Morris, a freight broker in New York, unburdened his mind, relative to the apparent indifference of New York interests in providing facilities for handling the grain export trade properly at that port. He wrote in part as follows:

"One of the most significant developments in export trade during 1922 was the fact that 154,000,000 bushels of grain were shipped through the Port of Montreal, while the movement through the Port of New York totaled only 128,000,000 bushels. For the second successive year Montreal clearly surpassed New York, the figures in 1921 being 68,000,000 bushels for New York and 130,000,000 bushels for Montreal.

"These figures indicate a trend in commerce which is serious for this city. The supremacy held by New York for a century seems to be shifting rapidly to the Canadian port. If the loss is not stopped by foresight and energy on the part of local interests, such as that displayed by the Canadian authorities in building up traffic through their port, the result will be a loss not only to the grain trade but also to banking and shipping and to the various industries with which they are indirectly related.

"Elimination of railroad congestion, through the joint effort of the Interstate Commerce Commission and railway officials, will do much toward restoring the lead in grain traffic to New York, but greater use of the Barge Canal and development of harbor facilities under the leadership of the Port of New York Authority are needed also."



WORKING HOUSE OF ELEVATOR "A" AT KANSAS CITY

This elevator, known as Elevator "B" has a dead storage capacity of 450,000 bushels.

Elevator "A" had the distinction of being for a short time the largest elevator in the United States. This was while the Northwestern Elevator at Chicago, with a capacity of 10,000,000 bushels, also operated by the Armour Grain Company, was out of commission as the result of a dust explosion in 1921.

W. B. Lincoln is manager of the Armour Grain Company at Kansas City, and J. A. Tice is assistant manager. Mr. Tice has been connected with the elevator since it was built, working in the same capacity under the different operators of the elevator. Frank A. Wilson is superintendent of the elevator, and Roy Brown is assistant superintendent.

Large additions have been made recently to other elevators at Kansas City, and a new 1,000,000-bushel elevator is now under construction, but as yet none approach the Elevator "A" in size. Including the elevators connected with flour mills there are more than 40 grain storage houses in Greater Kansas City. All the larger ones are of modern fireproof construction. Large increases in storage capacity were made at Kansas City in 1922, including the building of the 500,000-bushel storage plant of the Corn Products Refining Company, a 500,000 bushel addition to the Kansas City Southern Elevator, and a 400,000-bushel to the Wabash Elevator. When the new Uhlman Grain Company elevator of the Missouri, Kansas & Texas Railroad is completed Kansas City will have nine elevators with a 1,000,000-bushels' capacity or over.

"the survival of the fittest." Eventually and inevitably one or the other must step down and out, and to the victor will belong the spoils.

One marvels at the laxity of many elevator men, as it is exhibited to travelers throughout the grain belt. So many instances of misspent energy; so much careless service; so much listless waiting for something to turn up. And all such are continually complaining and blaming conditions, when the trouble lies entirely with themselves and their failure to adjust themselves and their business to the changing conditions.

There is, for instance, the dealer who besides being an elevator man also handles hay. His main resource is the grain business, but he delights in driving all over the country buying up hay, and he is out before daylight nearly every morning to places far removed from his place of business, and rarely returns before dark.

Call as often as you wish, it is one chance in a hundred that you will find him at home. He leaves a man in charge, of course, but he is usually merely an employe without authority to close a deal and lacking in initiative when his judgment is put to the test. Invariably, he will tell you that he must wait and refer the matter to his boss when the latter returns. This, in the case of a salesman seeking an order for goods may merely mean the inconvenience of calling again and again; but where it is a question of an influential farmer with a big block of grain to sell, it may mean the loss of the farmer's trade, as well as that of a number of smaller farmers who usually trail along.

Another case is that of an elevator man who also



**"JIM DUNN"**

BY HOOZUS

Jim Dunn, who runs the elevator at Sperry Siding, says: "Some fellers is allus a'kickin'. Looks like they got a pair o' number nines on th' end o' their tongues. Th' other day Jake Smoyer dropped in, an' he says t' me, he says: 'Dunn! this here elevator bizness is all gone t' hell. These here farmers' elevators is got things so bawled up a feller can't even make a livin' enny more.'

"I let him go along like that for a while, an' when he begins t' ease up, I says t' him, I says: 'Jake! I heard fellers like you a'talkin' jest like that when I started in this bizness 40 years ago, an' th' nearest my bizness ever went t' hell was when I had a elevator full o' hot wheat an' couldn't get cars. This here's a bizness where ya gotta exercise your noodle. If th' farmers' elevators springs a new deal, jest make up your mind it's somethin' th' farmers want, an' all ya gotta do is fall in line. Ya can allus run your own elevator cheaper'n th' farmers can hire some feller t' run their'n, so ya got 'em on th' hip there all th' time. Ya won't handle as much as ya usta, but ya make a darned sight bigger profit since th' farmers got int' th' game. 'Stead o' spendin' th' money for that new ottymobile ya been a'figurin' on, why don't ya buy a new grinder an' put in a stock o' feeds, coal an' such, an' get ready to beat th' farmer at his own gamè?'

"Jake, he took out a package o' scrap, packed 'bout three handfuls int' his mouth, an' then he says t' me, he says: 'Dunn! I reckon ya got that figgered 'bout right. Blamed if I don't give 'er a try, ennyhow.'"

**LITTLE TIPS FROM "JIM DUNN"**

It's th' fellers that's learnt ever'thing 'bout th' grain bizness that allus gets stuck. Day by day, in ever' way, ya gotta get better'n better.

Don't never fool away time with a old wooden boot. Get a metal boot, an' people won't think ya gotta wooden head.

Th' mill won't never grind again with th' water that's passed; but if ya put a grinder in your elevator, ya'll stop a lot o' that trade that's been goin' past your door.

Don't never take in off-grade stuff until th' price is fixed on it. Your arggyment is allus more convincin' while th' grain is still on th' farmer's wagon.

Make sure th' car don't leak. A little nailin' beforehand is better'n a lot of wailin' afterwards.

Have wagon-dumps an' ever' thing handy for th' farmer when he comes t' your elevator. Nobuddy's been able t' do enny hard work since th' war.

Play th' game square, but don't get that idee mixed up with fillantrophy. Better pay th' Income Tax an' have somethin' left yourself.

This is th' time th' farm bureau fellers is a'signin' up th' suckers that pay their salaries. Better do a little mishunary work yourself an' head 'em off.

**WHEAT PRICES AT MINNEAPOLIS**

A record of the year for the high and low cash prices of the various wheat grades at Minneapolis during 1922 shows some interesting figures. The highest prices, of course, were paid for No. 1 Dark Northern Spring. No. 1 Northern and No. 2 Dark Northern ranged from 2 cents to 4 cents under the best. During six months the high price for No. 2 Dark was better than for No. 1 Northern; during one month they were the same, and for five months No. 1 Northern's best price was better than No. 2 Dark. The high price for No. 3 Northern ranged from 9 to 15 cents under No. 1 Dark. The highest prices for No. 1 Durum were from about 21 to 37 cents under No. 1 Dark.

The record high and low for No. 1 Dark for each month was: January, 141 $\frac{3}{8}$ —120 $\frac{3}{8}$ ; February, 163 $\frac{3}{8}$ —137; March 162 $\frac{3}{8}$ —144 $\frac{1}{8}$ ; April 173 $\frac{3}{8}$ —150 $\frac{1}{4}$ ; May, 171 $\frac{1}{4}$ —147 $\frac{5}{8}$ ; June, 160 $\frac{1}{4}$ —135 $\frac{1}{4}$ ; July, 159 $\frac{7}{8}$ —132 $\frac{7}{8}$ ; August, 144 $\frac{1}{8}$ —106 $\frac{1}{2}$ ; September, 120 $\frac{3}{8}$ —106; October, 122 $\frac{3}{8}$ —106 $\frac{3}{8}$ ; November, 130 $\frac{1}{2}$ —115; December, 134 $\frac{7}{8}$ —116 $\frac{1}{2}$ .

On February 28, 1923, No. 1 Dark brought 120—130 on the cash tables; fancy brought up to 141;

and for No. 3 Dark Fancy 131 was paid, more than for No. 1 Dark. These figures show that consigned grain is bought on its intrinsic merits.

**"UNCLE JOE" McCORD**

Joseph W. McCord of Columbus, Ohio, is celebrating this year the fiftieth anniversary of his entrance into the grain trade, which he has served with such honor and distinction ever since. Incidentally, on September 11, he will celebrate his seventy-third birthday, having been born at Bainbridge, Ohio, September 11, 1850.

To recite at length all the honors that have come to Mr. McCord through the years would require much space. But to sustain a record of integrity, high purpose, generosity and enthusiasm for 50 years, as he has done, inevitably brings rewards, and with them added responsibilities and labor. Mr. McCord has accepted his honors with becoming modesty and has assumed his many responsibilities with cheerfulness and good will. His long record of service in various capacities speaks volumes for the ability he has shown and the dynamic energy he has displayed in its performance.

Some of the high spots in Mr. McCord's career of service include: Director and chairman of the



JOSEPH W. McCORD

Executive Committee of the Grain Dealers National Association; he was first vice-president of the Association in 1899 and has been a director since 1901. He was a charter member of the Ohio Grain Dealers Association, served as president, and has been secretary continuously since 1898. For many years he has been interested in mutual insurance and is president of the Grain Dealers National Mutual Fire Insurance Company of Indianapolis, having personal charge of the Ohio territory with his office at Columbus.

There are few men in the trade who have ever commanded the respect and affection that have been given to Uncle Joe by the entire grain trade. His judgment carries great weight on all matters concerning grain, and his unfailing kindness and courtesy have endeared him to all. Every friend in the trade will join with us in congratulating Mr. McCord on his record of accomplishments and a wish for many more years of usefulness.

**THE GREAT WHEAT MARKETS**

Winnipeg, Manitoba, is the greatest cash wheat market in the world, with Fort William-Port Arthur a close second. They top the largest market in the United States by over 100,000,000 bushels, and they are destined to become even greater. Last year Winnipeg received 290,000,000 bushels; Ft. William-Port Arthur, 244,354,543. Buffalo had the largest receipts in this country, 166,325,280 bushels, much of which was Canadian wheat. Minneapolis

was the largest primary market in the United States with 124,173,590; Kansas City came next with 85,449,600; and then in order, New York, 68,066,500; Chicago, 57,850,000; Duluth, 56,159,000; Philadelphia, 49,347,174; St. Louis, 39,457,251; Omaha 29,104,000; and then New Orleans, Galveston and Baltimore, between 26,000,000 and 23,000,000 bushels.

**INDIANA AMENDS LANDLORD LIEN LAW**

The Indiana Assembly has amended the Landlord Lien Law in such a way that grain dealers will be protected when purchasing grain offered by tenant farmers. Heretofore grain purchased was liable to seizure by the landlord if the grain had been part of the rental. Now, however, a crop lien has to be registered and unless it is the grain purchased by a dealer from a tenant cannot be seized by the landlord to satisfy his lien.

The Act as amended is as follows, the amended portion appearing in capital letters:

**LANDLORD LIEN LAW**

A BILL FOR AN ACT to amend section 18 of an act entitled "An act concerning landlord and tenant," approved April 7, 1881.

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF INDIANA, That section 18 of the above entitled act be amended to read as follows: Section 18, In all cases where a tenant agrees to pay as rent, a part of the crop raised on the leased premises, or rent in kind, or a cash rent, the landlord may have a lien on the crop raised under such contract, for the payment of such rent, which lien, if the tenant refuses or neglects to pay or deliver to the landlord such rent when due, may be enforced by sale of such crop, in the same manner as the lien of a chattel mortgage containing a power to sell. ANY LANDLORD DESIRING TO ACQUIRE A LIEN ON THE CROP RAISED UNDER SUCH CONTRACT, ON SUCH LEASED PREMISES, SHALL FILE IN THE RECORDER'S OFFICE OF THE COUNTY IN WHICH SUCH LEASED PREMISES IS LOCATED, AT ANY TIME WITHIN THIRTY DAYS PRIOR TO THE MATURITY OF SUCH CROP, AND DURING THE YEAR IN WHICH SUCH CROP IS GROWN, NOTICE OF HIS INTENTION TO HOLD A LIEN UPON SUCH CROP FOR THE AMOUNT OF SUCH RENT, SPECIFICALLY SETTING FORTH THE AMOUNT CLAIMED, AND GIVING A SUBSTANTIAL DESCRIPTION OF THE LANDS ON WHICH SUCH CROP IS BEING GROWN, SUFFICIENTLY PRECISE TO IDENTIFY SUCH LANDS. THE RECORDER SHALL RECORD THE NOTICE, WHEN PRESENTED, IN THE MISCELLANEOUS RECORD BOOK, FOR WHICH HE SHALL RECEIVE TWENTY-FIVE CENTS, AND ALL LIENS SO CREATED SHALL RELATE TO THE TIME OF RECORDING AND SHALL HAVE PRIORITY OVER ALL LIENS SUFFERED OR CREATED THEREAFTER; Provided, That nothing herein contained shall prohibit the tenant, after notice in writing to the landlord or his agent, from removing from such leased premises his own part of said growing crop, and no more than such part, and from also disposing of the same whenever the rent is to be paid in part of the crop raised, but in other cases he may remove not more than one-half of the crop growing or matured.

**ADDITIONAL RADIO MARKET SERVICE AT CINCINNATI**

Under date of March 2, we are informed by the Crosley Manufacturing Company, which operates Station WLW at Cincinnati, that grain market reports are now being broadcasted from that station at 10 a. m., and 1 p. m., as well as the close at 3 p. m., as listed in these pages last month. The Crosley Company is planning even further extensions in the service, and will welcome suggestions along these lines from any grain dealers in the territory, or others who may be interested.

THE consumption of bread grains in Jugoslavia averages 110 kilos per capita or 1,290,000 tons for the country. As the production in 1922 was 1,470,000 metric tons, the exportable surplus is about 180,000 metric tons or approximately 6,500,000 bushels. Wheat forms nine-tenths of the bread grains of the country, only one-tenth being rye. The bread cereals make up 42 per cent of the total grain production, while corn forms 44 per cent. The oats and barley crops are rather small, each contributing about 7 per cent of the entire grain production.



# Removing Dockage at the Source

## What It Costs the Farmer to Produce Dockage—Experiments Conducted by the Department of Agriculture in Reclaiming Wheat at the Thresher

By ROBERT H. BLACK\*

THE price which a farmer receives for his wheat is dependent primarily upon the world supply and demand; and the net financial gain or loss to the farmer who raises wheat depends largely upon the cost of production. The states of Minnesota, North Dakota and South Dakota face a serious problem at the present time in regard to the growing of Spring wheat. Records secured by the United States Department of Agriculture in 1919 indicate that the cost of production per acre in the Winter wheat section was 24.5 per cent greater for Winter wheat than for Spring wheat in the Spring wheat section, but that on a bushel basis the cost per bushel of producing

also because a large crop of dockage is grown and threshed with nearly every bushel of Spring wheat. The cost of production involved in the growing of large amounts of dockage with the wheat is of considerable economic importance. The cost of producing this dockage greatly decreases, and in some cases, entirely destroys the profit which the Spring wheat farmer might otherwise make. Because the terminal market value of this dockage is sometimes less than the cost of handling, cleaning and freight, the farmer receives no payment for the dockage portion of his crop when the wheat in the dirt is sold on the market; and in addition, a further discount is often assessed against the

Spring wheat. On the basis of \$1.69 for the dockage share of the cost per acre, Spring wheat growers expended \$31,509,910 to produce their 1922 dockage crop. This \$31,509,910 takes into consideration only 13.1 per cent (the dockage share of the cost of production) of the actual expenses incurred in the production of Spring wheat in 1922.

There are many disadvantages connected with the marketing of wheat containing dockage, some of which were enumerated in the 1921 report, but the one problem for which a solution is presented in this report is "After producing this dockage, how can the Spring wheat farmers realize some returns for this expenditure of over \$30,000,000 per year?" Dockage has a relatively low monetary value per pound and must, therefore, be converted into some product which will have a per pound value sufficiently high to pay the handling and freight charges incidental to marketing. The solution of the problem confronting us appears to be in the answer to the question, "What is the cheap-

Result of Cleaning Wheat at the Thrashing Machine with a Disc Recleaner.



WHEAT AS THRASHED	Dockage Inseparable Foreign Material Total Foreign Material Grade No. 4 Dockage	9.0 % 3.2 % 12.2 % 0 %
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WHEAT AFTER CLEANING WITH DISC RECLEANER	Dockage Inseparable Foreign Material Total Foreign Material Grade No. 2 Dockage	0.7 % 1.4 % 2.1 % 0 %
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Getting Out All but 2.1 Per Cent of Foreign Material Including Dockage

Numerical Grade Raised from No. 4 to No. 2  
Dockage Lowered from 9 % to 0 %

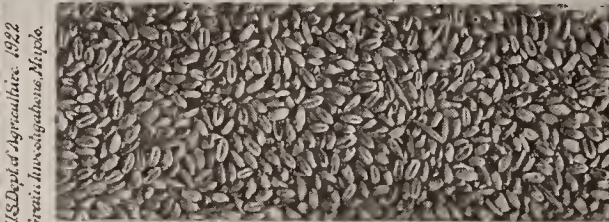


FOREIGN MATERIAL REMOVED BY DISC RECLEANER	Dockage Reduced By Inseparable Foreign Material Reduced By Total Foreign Material Reduced By	8.3 % 1.8 % 10.1 %
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Result of Cleaning Wheat at the Thrashing Machine with a Disc Recleaner.



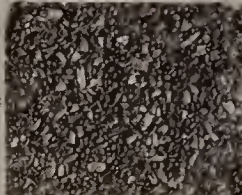
WHEAT AS THRASHED	Dockage Inseparable Foreign Material Total Foreign Material Grade No. 3 Dockage	17.7 % 2.9 % 20.6 % 17 %
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WHEAT AFTER CLEANING WITH DISC RECLEANER	Dockage Inseparable Foreign Material Total Foreign Material Grade No. 2 Dockage	1.6 % 1.7 % 2.7 % 1 %
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With a Total Foreign Material of 20.6 Per Cent, All But 2.7 Per Cent Was Taken Out

Numerical Grade Raised from No. 3 to No. 2  
Dockage Lowered from 17 % to 1 %



FOREIGN MATERIAL REMOVED BY DISC RECLEANER	Dockage Reduced By Inseparable Foreign Material Reduced By Total Foreign Material Reduced By	16.7 % 1.8 % 17.9 %
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Result of Cleaning Wheat with a Disc Recleaner mounted on a Minneapolis 38X62 Thrasher.



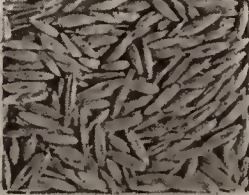
WHEAT AS THRASHED	Dockage Inseparable Foreign Material Total Foreign Material Grade No. 1 Dockage	42.6 % 1.6 % 44.2 % 42 %
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WHEAT AFTER CLEANING WITH DISC RECLEANER	Dockage Inseparable Foreign Material Total Foreign Material Grade No. 1 Dockage	2.9 % 3.6 % 6.5 % 2 %
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Nearly Half of this Sample Was Trash, but it Left the Machine 94.5 Per Cent Pure  
RESULTS OF CLEANING WHEAT BY VARIOUS METHODS AT THE THRESHER

Numerical Grade Raised from No. 1 to No. 1  
Dockage Lowered from 42 % to 2 %



FOREIGN MATERIAL REMOVED BY DISC RECLEANER	Dockage Reduced By Inseparable Foreign Material Reduced By Total Foreign Material Reduced By	39 % 1 % 40 %
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Spring wheat was 41.7 per cent higher than for Winter wheat.

The elements of cost considered in securing these figures include every operation from the preparation of the soil and seeding to the threshing and marketing of the wheat. The higher cost per acre of producing Winter wheat is due to the higher cost of Winter wheat lands and the added expenses of handling a larger yield of the grain per acre. The higher cost for Spring wheat per bushel is due to the relatively small yield of grain per acre as compared with the yield of Winter wheat; and

\*Mr. Black is in charge of the Minneapolis Office of Grain Cleaning Investigation, United States Department of Agriculture. This article comprises the salient parts of a paper delivered by him before the recent annual convention of the American Society of Agricultural Engineers. The illustrations, obtained through the courtesy of Mr. Black, are from lantern slides which were used to illustrate the paper at the convention.

wheat portion of the crop because of such foreign material as cockle, rye, barley, vetch or kingheads in the wheat.

Samples of the 1922 Spring wheat crop were secured from threshing machines located in central, western and northwestern Minnesota, northeastern South Dakota, southeastern, eastern, northeastern and central North Dakota. The average dockage of all these samples which fairly represents the bulk of the Spring wheat crop for this area was found to be 13.1 per cent.

Assuming that the cost of producing Spring wheat in 1922 was the same as the average cost of producing Spring wheat in North Dakota in 1921 (which was \$12.94 per acre), the cost of producing the dockage on the average acre of Spring wheat in 1922 was \$13.1 per cent of \$12.94, or \$1.69. On the average quarter section (160 acres) of wheat, the cost of producing dockage was \$271.32. In 1922, 18,639,000 acres were devoted to the growing of

est method of separating the dockage so that the wheat can be sold to better advantage, and so that the dockage may be used for feed on the farm?"

A large portion of the dockage is removed at the country elevators before shipment. Many elevators grind the screenings and sell the ground feed, others ship the screenings to market hoping to realize something over the freight charges, while other elevators dump the screenings on the ground and then either sell or give the screenings to the farmers. Various estimates and tabulations of the costs secured from elevators operating cleaners, indicate that it costs approximately 2 cents per bushel for the country elevator to clean wheat. If all of the 1922 crop of Spring wheat, 268,314,000 bushels, were cleaned at the country elevators at the cost of 2 cents per bushel, the expense of this cleaning would be \$5,366,280.

The dockage which is not removed from the



wheat before shipment is cleaned out at the terminal elevators or flour mills, and most of the screenings are resold to the farmer as ground feed. This method is expensive to the farmer because of the high freight and other handling charges which must be included in the selling price of the feed.

Clean wheat will generally bring a better price on the market, the freight on the dockage will be saved, and the screenings will be available for feed on the farm, and when so used can, after being finely ground, be substituted for the higher priced feeds, such as oats, corn, and commercial mill feeds. It is especially important that farmers clean their seed wheat. Clean seed wheat, together with good cultural methods, will result in the production of more wheat to the acre and less of waste material.

In most instances where wheat is stored on the farm it would be profitable for the farmer to clean his wheat before selling it. The farmer having wheat containing cockle, wild peas or large amounts of such dockage as wild oats, and barley, could well afford to clean his entire crop, even though this were done with a small cleaner having a capacity only of from 15 to 50 bushels per hour, before hauling it to market.

Believing that a cheaper and more convenient method for cleaning wheat than is now being employed will be found in the use of recleaners which will perform the cleaning process at the time

foreign seeds as can be removed readily by all general purpose cleaners, the disc recleaner removed large percentages of wild peas, cockle and wild rose, which are usually considered as being inseparable with the ordinary elevator cleaner, with a result that the wheat was often assigned a higher grade when it was sold on the market. Another result of using the disc recleaner was that the scouring effect which the wheat received in passing through the recleaner generally raised the test weight per bushel of the cleaned wheat somewhat, sufficient in many cases to raise the grade of "line" samples one grade when the wheat was sold on the market. In the removal of oats, barley and other coarse material from wheat, the disc recleaner was found to be much more efficient than the ordinary country elevator cleaner, in that the wheat after being cleaned by the disc recleaner on threshing machines contained less coarse dockage than is ordinarily found in cleaned wheat coming from the average country elevator; and also the disc recleaner was particularly efficient in saving practically all of the wheat which is usually lost with the coarse screenings removed by the average country elevator cleaner.

The cleaning which is done by the average terminal elevator cleaner or set of cleaners is practically the same as that secured by the disc recleaner on threshing machines. In making this comparison, it is understood that the cleaning of wheat at the ordinary terminal elevator is done for the

of Grain Investigations. After three years of use and various changes, a new design of Bates Aspirator gives good results in cleaning light weight dockage and smut from wheat.

The records thus far of the 1922 crop of wheat of the Pacific Northwest show that about 70 per cent of the wheat marketed is smutty. All smutty wheat is subject to the usual reduction in weight equal to the percentage of smut dockage assessed against it and in addition, the farmer is required to pay a scouring charge of 45 cents per ton on bulk smutty wheat and 75 cents per ton on sacked smutty wheat. For these reasons the producer welcomes anything that promises relief from this burden of smut. From the nature of the separating principle, the Bates Aspirator has somewhat the advantage over the other cleaners in cleaning smutty wheat. While the aspirator did not remove as large a percentage of the total dockage other than smut, as did both the disc recleaner and the fanning mill type of recleaner, the efficiency of the Bates Aspirator in removing smut balls and smut dust from wheat, recommends it particularly to those sections of the country in which smutty wheat is common.

These experiments have proved conclusively that it is possible to clean grain successfully at the time of threshing. During these experiments numerous recleaners other than those mentioned in this report have been used, but the results secured with the disc recleaner and the Bates Aspirator, each for its particular section, have been found best suited for thresher use.

It is not the desire of the Department of Agriculture to recommend any particular make or manufacturer of grain cleaning apparatus, but rather to determine the efficiency of such types of cleaning as may be designed to meet the various grain cleaning problems, and to encourage the use of any efficient machines that are now on the market or that may be developed. The Department of Agriculture welcomes the assistance of all agricultural engineers and manufacturers in the development of practical equipment for the efficient and economical production and marketing of grain.

## TRYING OUT NEW SPRING WHEATS

The Spring Wheat Crop Improvement Association has been circulating some excellent literature designed to put the production of an excellent quality of Spring wheat on a profitable basis for the farmer and keep it there. In a recent circular it mentions the attempts to discover and propagate a wheat that will withstand rust and yet have all the good milling qualities of Marquis. After commending the work of the scientific plant breeders, the bulletin says: There are a number of promising hybrids now being experimentally grown in North and South Dakota and Minnesota, which may do the trick, but so far there is not ready for dissemination any proven wheat which combines rust resistance and the splendid bread-making qualities of Marquis, Fife or Bluestem. In our eagerness to discover this superwheat, we are likely to make the great mistake of following a Will-of-the-Wisp which may lead us into further difficulties.

There are two main roads to the Spring wheat millennium. One is the eradication of the barberry, and the other is to devote every energy and every resource to the developing of this rust-proof bread-gluten wheat. We believe it may just be around the corner; it may even have already been discovered. But we must not rush in prematurely, and repeat the disastrous mistake which was made when Velvet chaff, Humpback and Red Durum were advocated.

We must prove all things and hold fast to that which is good. We must even risk losing a year to be sure of the milling and baking qualities of any new wheat. We must be sure that the bakers of America will approve the flour from such a wheat and buy it in preference to flour made from any other kind of wheat. Farmers who have lost in crop failures cannot be blamed for trying to grow something which will bring them a surer profit, but they cannot depend too much on unproven new varieties. Be careful. Try them out but alongside



**RECLEANING AT THE THRESHER**  
This thresher, near Milbank, S. D., is equipped with a disc recleaner. The pile on the ground in the center is wild oats; clean wheat is being spouted into the wagon.

of threshing, the United States Department of Agriculture has been conducting investigations and experiments during the past few years with the hopes of finding some recleaner suited to the conditions of the central Northwest, because there is no such recleaner on the market at the present time.

The result of the recleaner experiments which were conducted in 1921 indicated that the grain grown in the central Northwest could be successfully cleaned at the time of threshing. The report of the 1921 experiments presented to the annual convention of the American Society of Agricultural Engineers at Chicago, in December, 1921, and printed in the February, 1922 issue of the *Journal of Agricultural Engineering*, was widely copied by agricultural and technical papers. Many letters have been received from farmers, threshers and others interested in the marketing of clean grain, confirming the opinion that grain should be cleaned at the same time that it is threshed.

During 1922, nine threshing separators were equipped with recleaners for experimental purposes, seven with disc type recleaners, one with a sieve type recleaner, and one with an aspirating recleaner. The efficiency of the disc recleaner for removing dockage and other foreign material from wheat compares very favorably when used in actual threshing with the results secured in country and terminal elevators with other types of cleaners.

The disc recleaner used on threshing machines was found during both the 1921 and 1922 experiments to be as efficient in removing fine seeds, including foxtail, mustard, wild buckwheat and other small fine seeds from grain, as the cleaners used in country elevators. In addition to removing such

purpose of removing all of the dockage that can be removed without loss of wheat, and that the grain is run over such cleaners on an average of at least two times.

The capacity of the disc recleaner is sufficient to clean the grain as fast as it is threshed by the largest threshing machines which are used in the central Northwest. In the Red River Valley of North Dakota, a recleaner mounted on a 44x64-inch separator, threshing as fast as four men could pitch, cleaned at the rate of 270 bushels of wheat per hour.

The capacity of the disc recleaner is dependent to a certain extent upon the size of the kernels of wheat, the capacity on large Durum and Winter wheat being somewhat less than on Marquis wheat. It was found during the experiments in 1922 that a recleaner for a given size of thresher must contain more discs if used in the Pacific Northwest, than if used in the central Northwest.

The dockage in the Pacific Northwest is fairly light, both in quantity and quality, while the dockage encountered in the central Northwest in the principal Spring wheat growing states is both heavy in quantity and quality. Very little smut is found in the central Northwest, but in the Pacific Northwest it is by far the most troublesome dockage encountered. The thresher recleaner of the sieve or fanning mill type, which was used in the State of Washington during 1922, gave fairly good results, but more wheat was found in the screenings than is desirable.

An aspirator, which is a type of cleaner employing controlled air currents only for making desired separations, has been designed by E. N. Bates, in charge of the Portland (Oregon) Federal office



a field of proven wheat for comparison. Do not let them get mixed with the known good bread wheat. Don't abandon Marquis, Bluestem or Fife for an untried wheat. Make the new varieties prove to be all we hope they will be.

## FAIR PLAY

BY JULIUS H. BARNES\*

It is not fair play today, that organizations of men, associated for lawful activities and rightful ends, shall stand unequal before the law, with exemptions for organizations of labor or organizations of growers. The time will come, and soon, when these inequalities will be removed, because they violate the fundamental human sense of fair play.

It is not fair play that organizations of men shall deny the right to work to men of other views. It is increasingly clear that public opinion condemns organizations that, by force and violence, offend thus the public sense of fair play.

It is not fair play when organizations, with whatever claim of proper purpose, avoid their own responsibility, by shrouding their identity behind the mask and hood. Organizations of that character can maintain their existence only if the community depart entirely from the ideals which preserve fair play.

When no doors are closed by accident of birth or station against those possessed of superior ability or devoted to superior effort, there is no excuse for the formation of political influence on the basis of trade or social position. Labor parties or farm blocs have no lasting place under the American conditions of national fair play.

It should be America's chiefest pride that in these recent years of reckless currency inflation in other lands, recording the betrayal of a sacred public trust and the destruction of the economic life and happiness of whole peoples, that our record is one of intelligent effort in the stability of currency, and the profoundest response thus, on the part of the Government, to the preservation of fair play.

It is not fair play that the necessary power of regulation of those public services which necessarily possess the character of monopoly, such as railroads, traction services, or public utilities, shall be administered in such a narrow view of selfish interest and such total disregard of solemn responsibility that the investments that created these public services shall be undermined or destroyed.

It is not fair play that public services should be operated by the state, overmanned often for political support, the services provided below the actual cost of operation, and the resultant deficit made up from public monies assessed through the power of taxation levied on all its citizens.

It is not fair play that, through unequal and unwise taxation, a special section of our people, numerically strong, shall levy an unfair burden, in a spirit of envy and resentment, against those other groups more fortunate than themselves.

It is not fair play for a group of men temporarily in position of authority in national legislation to vote, for any purpose, gigantic appropriations from the national treasury, and seek to avoid the responsibility of providing the revenues from which these appropriations can be paid.

In our short national history, under the stimulus of this individualist, fair play, we have led the world in applying science and invention through the service of industry in the enlargement of human comfort and content. The spectacular individual fortunes bestowed in appreciation by the methods of free and competitive trade, so far from being a social injury, are the shining goals that inspire the efforts of countless numbers of our young people.

In Europe recently, we have seen social theories, preached for generations in academic discussion, put into actual operation. We have seen the communism of Russia utterly destroy the economic life of a great people and bring its famished millions to the very gateway of death, stayed only by the generous hand of individualistic America. We have seen the socialist governments of Austria

and Germany violate the ethics of sound commercial practice, and financial honesty, and we see their people sinking into hopeless despair, their voices raised in appeal to be saved against themselves, by individualistic America.

In an unwise relation of government to commerce and industry rest the seeds of potential national deterioration and decay. Organized business must be prepared to state its case with clear and convincing logic, with fairness and moderation, and with complete sincerity. In deciding what causes to support and what measures to oppose, business organization can apply one relatively simple test to every legislative enactment and administrative act, namely: Is it a necessary step in the Government's clear-cut function of the preservation of fair play and equal opportunity for every individual?

Conceptions will alter, with actual experience, to be sure, as to what activity of government may be necessary in the preservation of fair play, but if this test is applied in all sincerity, without a color of selfish interest, having in mind the preservation of the broad field of opportunity for all our coming generations of young people, the shifting frontier between government and industry will, after all, be defined with reasonable exactness. This is the truest liberalism, because it demands fair and equal opportunity for every man.

## KELLY'S TARIFF AND CLEAR RECORD GRAIN CLAIMS

BY OWEN L. COON

A number of railroads operating east from Chicago use a certain rule in Kelly's Tariff as a pretext for declining to consider any and all clear record grain claims. The rule referred to states that the carrier shall not be liable on any claims for loss of grain in transit unless the railroad records affirmatively show that the car was found leaking in transit, or transferred in transit, or without proper seal protection. The carriers contend that the published tariffs of which this rule is a part are as much a part of the bill of lading contract as the conditions on the back of the bill of lading,—with the consequent result that they are legally prevented from considering any of such claims.

Consider, on the other hand, the shipper's position. If the unloading weight is less than the loading weight, and *it can be shown that both weights are correct*, the claim for loss in weight is valid and collectible, whether the railroad's record of handling shows leaks and defective seal records or not. In a suit started on any such claim, the shipper must prove up the correctness of his weights and that the unloading weight is less than the loading weight. When this is accomplished, his legal position and ultimate recovery is certain,—whether the car was found leaking in transit or not. There can be no question but that this is the law. It is recognized and applied generally by most western grain carrying railroads. If, then, this is the common law regarding such clear record claims, it certainly cannot be changed by any contract with the shipper, nor by a rule in any tariff, nor by the regulations of any carrier. For under the Cummins Amendment, carriers are expressly prohibited from limiting their liability at law for the full actual loss, damage, or injury caused by them.

From the above it can easily be seen that the rule in Kelly's tariff is illegal, and should be stricken from the tariff by proper proceeding before the Interstate Commerce Commission. There is nothing to prevent a carrier in the first instance from filing a tariff with the Commission containing such a rule. It will stand there and be followed by the carriers presumably until it is challenged by some shipper or some shipper's organization before the proper authorities.

It would seem that the transportation departments of the different state or national grain dealers associations could accomplish no task of more benefit to the grain shipping patrons of eastern railroads than to make a move before the Interstate Commerce Commission to eliminate the rule in question from Kelly's tariff, and thereby eliminate the arguments used at present by many eastern carriers for the declination of clear record claims.

## GOVERNMENT OWNERSHIP OF RAILWAYS

Those who attended the Northwest Agricultural Stabilization Conference last month, held under the auspices of the Minnesota Farm Bureau Federation, heard a great many theories and discussed suggestions both constructive and destructive. S. O. Dunn, editor of *Railway Age*, talked on transportation matters. He showed how Senator Brookhart of Iowa was attempting to bring about Government ownership by an arbitrary reduction of the valuation of railroads, made by the Interstate Commerce Commission, and the repeal of the Transportation Act, which would make it impossible for railroads to operate. Mr. Dunn said, in part:

The Transportation Act should be judged by the farmers and other people according to what has actually been accomplished under it, and not by what is said against it by those who are seeking legislation cleverly designed to destroy private ownership and management. It has been claimed that the Transportation Act is responsible for high railway rates. What are the facts? Between December, 1917, when Government operation was adopted, and September, 1920, when the last advance in rates went into effect, the operating expenses of the railways were increased \$9,000,000 a day. Of that increase in expenses, \$6,200,000 a day, or 70 per cent, occurred during the 26 months of Government operation, and before the Transportation Act was ever passed. The advance in wages granted by the Railroad Labor Board in 1920, was the principal cause of the rest of the increase in operating expenses that made necessary the advance in rates in 1920.

When the advance in rates was granted in 1920, prices and wages of all kinds were at the highest level ever reached and this is the reason why rates had to be made higher than ever before. Let us see what has happened since then under the operation of the Transportation Act. Since that time the railways, operating under the Transportation Act, have reduced operating expenses so much that they are now actually \$1,250,000 a day less than they were in February, 1920, the last month of Government operation. This large reduction of operating expenses has been due entirely to more efficient management because the railways are still paying a higher average wage to employes and higher prices for fuel than they were at the conclusion of Government operation. One of the principal reasons why operating expenses increased so much under Government operation was the excessive number of men employed. The main reason for the reduction of expenses which has since occurred is that the railways are now handling an increased business with about 135,000 less employes. It is only this more efficient operation and consequent reduction of expenses, that has made possible since 1921 an average reduction of 13 per cent in freight rates. This reduction of freight rates, on the basis of present business, amounts to about \$600,000,000 a year.

In the year 1922 it took 80 cents out of every dollar the railways earned to pay their operating expenses. This fact makes it evident that if any substantial further reductions of rates are to be made in future, they can be made possible only by reductions of expenses. In view of the vast increase of operating expenses that occurred under Government operation, it is clearly evident that no substantial reduction of expenses could be reasonably hoped for under Government ownership.

## A NEW LEAGUE

A. C. Townley, founder of the Non-partisan League, has broken out again in a new place. He has formed the National Producers' Alliance with 75 farmers from the Northwestern States. The Alliance is organized on the League plan. Like the former organization in its early stages, the Alliance announces that it will be non-political. That is what the League originally announced, but changed its mind, and almost ruined North Dakota's credit by so doing.

The plans of the Alliance include the organization of farmers into precinct units, and they will be directed to keep exact accounts of crop acreage and costs. A central bureau will be established for compilation of the statistics which are received from the precinct units. Market and price conditions will be studied by the bureau, which will advise members as to the the right time for marketing and the acreage to be planted. In this manner prices are to be maintained at levels that the farmers deem just.

This sounds like an innocent and rather innocuous program, but with A. C. Townley back of the movement it is safe to predict that the plans will

\*From *Chicago Commerce* of recent date.



be considerably widened if enough farmers fall for his blandishments to make the Alliance of any account. We will wait and see.

## EXPORTS FROM ATLANTIC PORTS IN 1922

According to figures compiled by the Trunk Line Association, Montreal handled nearly 145,000,000 bushels of grain for export during 1922, an increase of 14.6 per cent over 1921. Second place goes to New York with 127,000,000 bushels, against 69,000,000 in 1921, an increase of 85.5 per cent. Baltimore was third with 85,000,000 bushels and Philadelphia fourth with 60,000,000, both showing a healthy increase over the previous year.

Galveston and New Orleans, however, dropped from second and third places in 1921 to sixth and fifth respectively in 1922, both ports showing a decrease in grain exports. Boston was seventh and Newport News eighth. Boston, with 13,000,000 bushels in 1922, nearly tripled her exports over 1921.

## GRAIN TRAFFIC CONTINUES HEAVY ON THE PENNSYLVANIA

The movement of grain over the lines of the Pennsylvania Railroad, to the seaboard for export, is continuing at a volume exceeding all previous records for the handling of this form of traffic, according to the latest bulletin issued by the company.

During January, 10,858,700 bushels were delivered at Philadelphia and Baltimore for shipment abroad. This constitutes the heaviest movement of export grain ever recorded for the Pennsylvania Railroad in a single month, and compares with 6,320,800 bushels handled in January, 1922. For the first two weeks of February, the export grain shipments to these two ports have amounted to 3,511,000 bushels, as against 2,873,000 bushels in the corresponding period of last year.

The first shipment of export grain ever made over the Pennsylvania Railroad via Norfolk, Va., was recently completed. It consisted of 230,000 bushels, moving from Buffalo via Harrisburg, Pa., Perryville, Md., and Cape Charles, Va., thence by car ferry to Norfolk, where it was delivered to the new municipal elevator which has been leased by the J. Rosenbaum Grain Company, to whom this shipment was consigned. Every effort is being made by the Pennsylvania Railroad to expedite the handling of export grain, owing to the importance of this kind of traffic to the agricultural interests of the country.

## ENORMOUS WHEAT LOSSES

The largest crop of wheat ever produced in this country was 1,025,801,000 bushels in 1915. This looks very large compared with the average crop of 781,359,000 bushels produced between 1909 and 1921 inclusive; but as a matter of fact, it was less than the average potential crop of 1,230,000,000 bushels for the same term of years. That is, every wheat crop in the United States since 1909 might have produced about a billion and a quarter bushels had circumstances been entirely favorable. Even the huge crop of 1915 would have been 1,405,000,000 bushels had there been no losses. And the wheat crop of 1919 would have reached the astounding figure of 1,700,000,000 bushels had there been no losses.

But every wheat crop actually harvested falls way below the potential wheat crop. This arises from winter killing, from drouth, plant diseases, insect ravages, animal pests, defective seed, hot winds, hail, floods and storms. The smallest loss in any year since 1909, was in 1915, when it was 27 per cent, which seems very large. The largest loss was in 1916, when it was 44.3 per cent. The average loss in the 13 years was 36.4 per cent. In 1919, when the loss was 43.3 per cent, the money loss was more than a billion and a half of dollars. It seems incredible that the average loss is more than a third of the potential crop and that it reaches almost

half in some years. Some of the sources of loss are beyond our control, which is all the more reason why the controllable sources of loss should engage the earnest attention of individual, state and nation.

## CHANGES AT CHICAGO

On February 20, John R. Mauff, who has been secretary of the Chicago Board of Trade, since 1917, was appointed executive vice-president of the board



J. J. FONES  
New Secretary, Chicago Board of Trade

by action of the directors. Creation of the new office was authorized by a vote of the membership of the association. Mr. Mauff is succeeded as secretary by J. J. Fones, for the last two years vice-president of the Board and for many years prominently identified with the grain trade.

Officials of the Board stated that creation of the



JOHN R. MAUFF  
Executive Vice-President, Chicago Board of Trade

new office was primarily for the purpose of further improving administrative methods. In recommending the change, the committee reporting to the membership declared it would "permit" continuity of management in our affairs and distribute many burdens now imposed almost exclusively upon the president. It paves the way for a program of sound business methods and practical vision. Under the old rule this has become difficult if not impossible, except upon unjustified sacrifice to the president of health or private business or both.

"This office will enable the Chicago Board of

Trade to get in closer contact with allied interests, with agriculture, and with business in general," said President John J. Stream. "Mr. Mauff has been actively connected with the grain trade all his business life. For six years he was a director of the Board of Trade and its vice-president in 1916 and 1917. He has a wide acquaintance in the grain trade and practical knowledge of all its departments, gained through years of experience."

## WHEAT IMPROVEMENT

Organizations of millers, grain men and farmers for maintaining and improving wheat culture find that their effort must be directed towards two objects: the sowing of a good variety or strain adapted to the locality, and the use of clean, mature and unmixed seed. Examples of the value of the right kind of seed wheat could be quoted by the hundred from the experience of different seed associations.

The Southwestern Wheat Improvement Association tells of eight Texas farmers who sowed an aggregate of 460 acres to an extra good approved seed wheat and 508 acres from their bins. The good seed yielded 17 bushels per acre and the ordinary seed 10 bushels; an increase of 70 per cent by the use of good seed. In western Kansas, under adverse local conditions this year, seed of a pure strain of an adapted variety yielded 11½ bushels per acre while the common seed produced only 5 bushels to the same farmer. This was an increase of over 100 per cent.

Missouri this year had a low average wheat yield. Prof. Frear says that if all the wheat sown in the different sections of the state was of the four leading varieties most suitable for Missouri conditions (Fulcaster, Poole, Dietz and Michigan Wonder) the total yield would be increased 25 per cent.

Prof. Salmon says that losses in wheat yield by sowing badly mixed and diseased wheat might easily amount to 25 per cent of the crop. Prof. Zook of the North Platte (Neb.) Experiment Station says that the treatment of seed wheat for smut would improve the yield of wheat in that part of the state at least 5 bushels per acre and improve the quality 15 to 20 per cent.

It is said that 20 per cent of the wheat sown in Kansas consists of cracked, immature or injured kernels that will not grow. These kernels, useless as seed, have feeding value, and should be cleaned out of the seed. Mixed seed of several wheat varieties should not be planted, for the crop will not mature evenly. And rye in seed wheat is mischievous. It is harder than wheat and tends to increase from year to year. Millers well know that even a very small percentage of rye affects flour quality.

## SHALL TROY HAVE AN ELEVATOR?

Boston interests have been urging the building of an elevator at Troy, the eastern end of the Barge Canal. From Troy grain could be profitably diverted to Boston, particularly in times of congestion at New York, and the grain shipments from the Massachusetts port be materially increased.

Troy business men are interested in the proposition, but not to the extent of financing it. They think the state should build it. If it did New York City would bear a large proportion of the cost, and would derive only an indirect, if any, benefit.

Such a house would undoubtedly be useful if the canal ever develops its grain carrying business to capacity, but for the present the financing of the proposition is in a nebulous stage that gives only remote promise of solidifying into a concrete performance. Grain elevators in locations infinitely more favored than Troy have not been so overwhelmingly successful as to attract capital on the bare chance of canal development.

A GREAT quantity of Northwestern wheat which was threshed during a rainy spell and immediately binned, is reported as going out of condition. Even that which is in elevators can scarcely be turned fast enough to keep it from spoiling.





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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., MARCH 15, 1923

### THE EVER-PRESENT FIRE HAZARD

ANNUAL reports are usually dry affairs, but a notable exception is found in that of the Grain Dealers Mutual Fire Insurance Company. The record of fires as shown by that report affords one of the most complete surveys of the grain trade in its daily tasks that can be found anywhere. The mere fact that lightning caused more fires than any other hazard during 1922 stirs our imagination. We can see these country elevators, more or less isolated, reaching toward the sky in conspicuous silhouette above the outline of towns, hamlets, and even raw prairie. In many cases such elevators have no town or city fire protection and must depend upon their own equipment. Incidentally lightning fires indicate an element of carelessness, or the gambling instinct in the trade, for rodding or proper ironcladding of an elevator protects it nearly 100 per cent against this common hazard.

Next to lightning, locomotive sparks caused most fires. This, too, is indicative of the necessary position of elevators, and should make every owner think well of ironcladding and fireproof roofing. Friction in elevator stands, on shafting, on cleaners and on screw conveyors caused eleven fires. Most, if not all of these would have been prevented by more careful inspection. Power house fires, including fuel, and engine trouble accounted for many fires, while electrical hazards caused four. And so on down the list. We can see the average elevator at work, and in too many cases we can see the elevator manager neglecting his work.

The report is most suggestive for the ele-

## THE AMERICAN ELEVATOR AND GRAIN TRADE

Forty-First Year

tor operator, for no one can tell when his turn is coming. There were 120 fires listed with 40 different known causes. The man is to be congratulated indeed, who can go through the list and truthfully say that his house is protected against every one of these hazards; not protected once a year, but every day. Are you that man, brother? Better go out and look over the house and see for yourself if you can qualify.

### PITIFUL INCOMPETENCE

STATE Senator Harold Kessinger of Illinois is making a brave cast at the hall of fame. He will get a niche next to the bright Vermont assemblyman who proposed a law to help the mathematicians. As it took considerable labor to multiply the radius of a circle by Pi, which is 3.1416+, to find the circumference, he advocated a law making Pi 3 without the fraction. This would simplify all equations dealing with circles.

Senator Kessinger proposes an amendment to the constitution providing that "all contracts dealing in options to buy or sell at a future time any grain or other commodity where the result is a hazard and uncertain, shall be gambling and the general assembly shall fix penalties therefore and all such contracts shall be void."

As a constitutional amendment in Illinois takes some time to bring about, Mr. Kessinger in another bill has provided for a tax of one-eighth of a cent a bushel on such future trades in grain. This would bear rather heavily upon the farmers who would pay the tax indirectly. Or to insure the tax being paid by the commission man and not by the farmer, perhaps Mr. Kessinger would allow us to make an amendment: "That the price at Chicago should never be lower than the Liverpool price, minus transportation cost based upon the ocean rate given the last cargo cleared from an American port before the trade was made." This would be no more difficult to figure out and would be just as accurate as the Vermonter's Pi, and would still insure Mr. Kessinger a seat among the mighty.

### ARGENTINE WAKING UP

NEWS dispatches from the Argentine indicate that the grain trade in that country is to be put upon a basis which will increase its capacity as a competitor of American and Canadian grain. In the past the railroads of the country, which control the port elevators, and the exporters practically dictated the grain market. There were no officially recognized grades; no open market such as our futures markets afford; and no basis of trading that gave producers or interior shippers any index of the price which they should obtain.

Now, however, the Central Argentine Railway has made all its elevators at Dock No. 2 at Buenos Aires public elevators and official depositories of grain subject to the regulations of the Futures Market. Growers or shippers can now send their grain to these elevators, receive a warehouse receipt and

use the receipt as collateral for loans, holding the grain itself until the market is favorable.

The physical equipment for handling grain in Argentina is inadequate, but it is reported that the Agricultural Department of the government is studying plans for building a system of country elevators in which farmers can have their grain cleaned, shipped or stored, the elevators operating as depositories only and not as trading companies. This system will be far less flexible and efficient than ours or Canada's, but it will be better than it has been and will quite likely encourage growers to increase their acreage from the extensive grazing lands. The changes in Argentine grain handling are important for any betterment in the Southern Republic will effect its competitive relations to us.

### LEVELING DOWNWARD

BANKERS seem to be getting interested in co-operative marketing. It is quite natural, for there is every indication that grain marketing by the pooling plan is to be tried out on an extensive scale, a scale which will grow rapidly until after the contract periods begin to end. Then the system will gradually diminish in scope. In the meantime there will be great accumulations of grain which will have to be financed and it is necessary that bankers anticipate and prepare for this time. But bankers are not infallible by any means; they are shrewd and able in their chosen field, but are quite apt to go far astray in considering other peoples' business. Fred I. Kent, vice-president of the Bankers Trust Company of New York, in an address delivered before the American Acceptance Council at New York City recently, advanced his reasons for believing in the theoretical value of co-operative marketing. One of the results which the system would bring about and which he considered of value was, "The opportunity to have his (the farmer's) production graded with that of others for bulk sales to obtain better prices for average production."

It would be an ideal state indeed if farmers favorably located would bend their greatest effort toward improving the quality of their product and developing better strains of seed, so that the general average of grain would be higher and their lazy or incompetent neighbors would get a higher price than their own effort warranted.

But human nature is not built that way. We are all blessed with a selfish streak which demands a return for labor in proportion to the skill and intelligence applied on that particular product, and not on the average skill. If we do not get that just return are we going to keep on working that the other fellow may profit? Not by any means. Instead of trying to grow the best grain, we will grow the most, regardless of quality, and with the least possible expenditure of labor. Instead of our seed strains gradually improving they will decline until a dead level of mediocrity is reached.

Selfishness in this respect is all that has brought about development; it is the saving



force of civilization. It is the spur which goads us to greater effort, more intense application, the travail of occasionally giving birth to a thought. Unless we have the incentive of ultimate return in increased profits for ourselves we do not exert ourselves beyond the minimum on which we can get by. The history of organized labor shows the inevitable tendency. When wages are made on a scale basis, the output of the most incompetent becomes the "standard" for all.

So with pooled grain. No man will have an interest in making the highest grade so long as he will get returns only on the average. Perhaps it is expecting too much of a banker to consider a subject further than his immediate interest takes him, but the future of American agriculture is in the balance and the point should be given consideration.

### RESERVES OF GRAIN ON FARM

AT THIS time of the year the farm reserves of grain are of greater interest than growing crops. Conditions of growth may change materially before the crop matures, but the record of consumption of the last crop is the measure of our supply for the next four months, and this cannot be changed. The report by the Department of Agriculture as of March 1 is one of the most important trade developments of the month.

Wheat reserves are 153,000,000 bushels or 17.9 per cent of last season's crop, an increase of 19,000,000 bushels as compared with last year and a decrease of 64,000,000 bushels from two years ago. The 10-year average of reserves is 19.2 per cent. A greater percentage of the crop was moved from the farms this season, 67.1 per cent, compared with 61.7 per cent last year and a 10 year average of 57.7 per cent.

Corn supplies on the farms of 1,087,000,000 bushels were 210,000,000 bushels less than last year and 477,000,000 bushels under two years ago, when the percentage of the crop held on farms was 48.8, compared with 37.6 per cent at present and 42.4 per cent last year, while the 10-year average is 36.6 per cent.

In the nine big corn states there are 677,666,000 bushels, or 127,735,000 bushels under last year. Iowa has the most corn, 200,435,000 bushels compared with 215,250,000 bushels last year. Illinois, 115,837,000 bushels or 13,000,000 bushels less than a year ago.

A heavy consumption of oats is shown in reserves of 421,514,000 bushels or 34.7 per cent, compared with 411,924,000 bushels or 38.2 per cent last year and a 10-year average of 36.3 per cent. There was 25.1 per cent of the crop shipped out from the counties where grown this season, against 23.9 per cent last year and 29.1 per cent as the 10-year average. Illinois and Iowa combined have 121,043,000 bushels or 3,900,000 bushels over last year, Iowa alone having 89,140,000 bushels, the largest of any state and 19,000,000 bushels more than last year.

Reserves of barley of 43,502,000 bushels were 23.4 per cent of the crop, against 42,294,000 bushels of 27.2 per cent last year and

22.9 per cent as the 10-year average. Shipments from farms were 37.2 per cent of the crop, against 36 per cent last year.

One of the outstanding features of the report is the amount of grain shipped out of the counties when grown. As a result of this movement the country price of corn in many sections is well above the terminal price, and large accumulations at centers are not probable.

### A JOKE ON NEW YORK FARMERS

NEW YORK legislators are debating a State Trade Commission Bill which gives the Commission full inquisitorial, supervisory and regulatory jurisdiction over all business in the state. The bill makes an exception of co-operative associations from its provisions, but provides that if any clause of the Act is declared unconstitutional it shall not invalidate the rest of the Act. The sponsors of the bill expect to get the support of the farmers on the score that their organizations will be exempt. But the joke will be on them.

It is freely predicted that the exemption clause will be found to be unconstitutional as it violates the Fourteenth Amendment, and also Section 6 of Article 1 of the state constitution, so that the farmers' organizations will have to comply with the law like anyone else. There is no reason why they shouldn't except that legislators have petted the farmers for the sake of their votes until they have come to believe themselves to be a privileged class.

The law illustrates too well the tendency of the states to create costly commissions to do useless work. It is enough that the Federal Government is pursuing this course without the states following its leadership. The time is coming when there will be so many officials that there will not be enough of us in private business left to support them.

### THE NEW FARM CREDITS

BY THE operation of the Farm Credits Bill which was passed by Congress just before adjournment, producers will be able to get all the credit they need. The Act provides for intermediate farm credit banks which will be attached to the 12 Federal Land Banks. Each credit bank will have \$5,000,000 of Government funds. They may issue tax exempt debentures up to 10 times the capital and surplus, and may make loans from six months to three years. The Act also provides for any number of agricultural credit corporations which must have a capital stock of at least \$250,000, privately financed, which may make loans secured by livestock chattel mortgages with maturity up to five years. The maximum loan which may be made by a Land Bank is increased from \$10,000 to \$25,000, and the Federal Reserve Banks may discount agricultural paper of nine months maturity.

So much for the Act. Its actual operation will be worth watching. There are, no doubt, hundreds of farmers who will extend them-

selves to the limit and will come to grief under a burden of obligations which they cannot meet. But the great majority of grain growers and stock raisers realize that the greatest harm which came to them was due to the easy credit of 1919 and 1920 when they were tempted to extend their land and stock holdings at peak prices. These men have had their lesson and will conduct their banking operations as conservatively as possible.

There is one element of danger in the new law, and that is the favorable position given to co-operative organizations. This will undoubtedly prove a tempting bait to many unscrupulous adventurers who will organize ill-advised co-operative societies and will speculate to the limit by holding their cash grain for a higher market, just as they did two years ago. This will prove a source of grief to many farmers; but the possibilities of a broader and sounder agriculture through the new credit bodies may more than counterbalance the harm that the ignorant organizers may do.

### THOSE LINE GRADES

IN ANSWER to our editorial query last month: "Who gets the Line Grades," J. B. Van Wagener of London, Ohio, sends an interesting communication:

Not long ago I had a car of No. 2 wheat sold in Toledo and took pains to reclean the wheat. My test was 60 pounds. Toledo inspection was: Moisture, 12.4; weight, 59.5; no damaged grains nor foreign matter. No mixed wheat. This car graded No. 2. No pressure I could bring would change it. This car brought me just the same as if the weight had been 58 pounds; moisture 14 per cent; 10 per cent of mixed wheat; 4 per cent of damaged kernels; 2 per cent foreign material. Who got the rake off?

Of course the Toledo inspector had no choice in the matter. The test weight was under No. 1 grade. However, it is not likely that a miller would have discriminated against this car of high grade wheat if it had been sold by sample. If the cars were consigned, the commission man doubtless would have obtained a No. 1 price for the car. If he could not, Mr. Van Wagener should change his commission firm or ship to some other market.

On March 12 at Chicago, No. 1 Red cash wheat was quoted at 12@13 cents over May and No. 2 Red, 9@13 cents over, high grade No. 2 bringing as much as No. 1. On March 9, a car of No. 2 Dark Northern sold at 132¾ in the Minneapolis market while the highest price for No. 1 Dark Northern was 135 and some cars of No. 1 sold as low as 121. Millers pay what the wheat is worth as a rule, regardless of grade. But a car shipped to fill a sale has to be judged by the grade test alone. Not knowing the circumstances of the deal it is impossible to judge the merits of the case. Under ordinary conditions your commission merchant might have sold your car for what it would bring and bought in a No. 2 line grade car to cover your sale, and made you a nice profit. He would have held a worth-while customer. But technically, Mr. Van Wagener, you have no kick coming. Market rules and Federal grades cannot be made flexible enough to



cover every individual case. They serve the great bulk of dealers with fairness; occasionally, as in Mr. Van Wagener's case, they fail in doing full justice. This is true of all man-made laws and institutions and we can hardly hope for perfection this side of the millenium.

## EDITORIAL MENTION

Selling feeds and other sidelines takes energy. If you haven't energy don't try it.

We do not notice that France has been getting any better since Coue returned.

The North Dakota legislature has appropriated \$2,000,000 capital to run the state mill and elevator. That will last for some time.

A wheat pool of 50,000,000 bushels before the season starts is equal to a wheat pool of how many bushels after the season is over?

France does not seem to make much progress in the Ruhr, except that she is killing the goose with not another golden egg in sight.

It is getting about time for the annual grain meetings. Just look over the program of the Western Association in this issue and see how important it is that you attend your state meeting.

Since the beginning of the war Nebraska has increased its wheat acreage 350 per cent. Most of the wheat is the Hard variety and that is the kind of farming they have in the western part of the state.

The more familiar we become with history, the less fearful we are of present tendencies. The country has passed through these spasms of radicalism before and recovered, and will do so again.

The Chicago Board of Trade held a get-together meeting with representatives of the U. S. Grain Growers, Inc., and the American Farm Bureau Federation on March 12. There were no startling developments, but the farm representatives are beginning to learn that the Board is not an enemy. That is a long step in the right direction.

Members of the farm and co-operative press are to be given annual admission tickets to the floor of the Chicago Board of Trade. This would be all right if the various writers would avail themselves of the privilege. They won't except when they want to show off to a visitor. It is much easier to attack something you know nothing about.

The Northwest Agricultural Stabilization Conference, held in St. Paul, Minn., on February 27 and 28, endorsed the bill introduced into Congress by Senator Gooding of Idaho, practically fixing a minimum price of \$1.75 for wheat. According to reports this endorsement could not have been passed by

the delegates. When it came to a vote the chair ruled that everyone in the room should have a vote. The hall had previously been packed with radicals so the motion prevailed. Some conference!

It is not unusual for us to have one of our heaviest storms of the year in March, so the Sunday night storm has plenty of precedent. In fact, March has such a bad reputation that we have come to expect almost anything.

Another reason for a decrease in Spring wheat acreage is the strong propaganda in favor of flax which has recently been launched. We have to import flax seed, so the grower is in a good position with a broad market.

A man at Vulcan, Alta., delivered 1,144 bushels of wheat at one time and alone, by hitching eight wagons together and with a team of 20 horses and 10 mules. He drove 22 miles in 11 hours without a mishap. Who says the romance of the plains is gone?

Entomologists of South Dakota predict a severe attack by chinch bugs this year. If we have the cool, wet spring which is predicted the bugs may be plentiful everywhere. Anyway it is about time to start a scare on something.

Most of the granger states have passed or have in process of passage, co-operative marketing bills which exempt co-operative associations from the operation of the Sherman Act. No doubt a test case on the legality of this clause will be brought soon.

Between his daily golf and his association with Charles Dawes, late Budget director, President Harding should improve rapidly, in health, in his golf game, and his vocabulary of vituperation. A few more "Hell and Marias" in his system would do the President a world of good.

American and Canadian trunk railroads made an agreement to maintain rates east of Buffalo, according to E. N. Todd, freight traffic manager of the Canadian Pacific. American roads have been doing pretty well in this respect alone. We don't see that they need any help from Canada.

The co-operating marketing bills passed in several states this year give opportunity for dishonest manipulation such as professional crooks have rarely had before. Properly managed, a co-operative association has just as much chance, and no more, to make money as an ordinary stock company, but the co-operative laws open the way for irresponsible acts, against which the farmers will have no recourse. They had better investigate pretty thoroughly and consult a trusted attorney or bankers before putting their names on the dotted lines.

The Department of Commerce is planning an investigation of the foreign markets for American agricultural products. Perhaps the most important phases of this investiga-

tion pertain to credit facilities and to the shipping direct to destination instead of re-handling in foreign countries. The results of this inquiry may be of service on the next crop, but can hardly have bearing on the present season.

Farmers in the Northwest, urged on by bankers, merchants and other creditors, are planning a program of diversified farming this year, greater than has ever before been attempted. This will probably affect the Spring wheat acreage materially, and will also affect the general prosperity.

The International Chamber of Commerce which will meet in Rome shortly, has plenty to discuss. Most of the world's troubles today are commercial and, given a free hand, the Chamber could probably accomplish more in seven days than the politicians will manage in seven years.

Russia needs help in feeding her people; she also needs money to run the Government. Of the two the Government seems to be the more important, as grain is being exported for cash. Reports vary as to the amount that has been sent out of the country, but under the circumstances a little would be a great deal.

The Federal Farm Loan Board has advised the intermediate credit banks to proceed cautiously until organization has been completed. Is this another conspiracy of Wall Street? The new banks should open in any vacant store available at once. They don't need organization, all they need is plenty of cash to lend out on demand.

If all our crops matured a 100 per cent yield on the acreage planted, the farmers could take a vacation every fifth year. Weather, plant diseases, insects and animal pests prevent the maturing of 35.7 per cent of the average annual apple crop; 30.5 per cent of the cotton; 30.1 per cent of barley; 22.8 per cent of hay; 21.1 per cent of oats; 21 per cent of corn; 19.2 per cent of potatoes; and over 17 per cent of wheat and rice.

The Indiana legislature has gone about the limit in its bill authorizing co-operative associations. Fortunately Governor McCray has vetoed the measure. Section 10, says: "Any person or persons or any corporation whose officers or employees knowingly induce or attempt to induce any member or stockholder of an association organized hereunder or organized under similar statutes of other states, or the United States, with similar restrictions and rights and operating in this state under due authority, to break his or her marketing contract with the association, or who maliciously and knowingly spreads false reports about the finances or management of such association, shall be guilty of a misdemeanor and be subject to a fine of not less than \$100 and not more than \$1,000 for each such offense; and shall be liable to the association aggrieved in a civil suit in the penal sum of \$500 for each such offense."





HARRY W. DEVORE  
Toledo

## NEWS OF THE TERMINAL MARKETS



FRANK A. WITT  
Indianapolis

### TO CANCEL MEMBERSHIP

The Board of Directors of the St. Louis Merchants' Exchange, St. Louis, Mo., has authorized the purchase and cancellation of 20 memberships or such number as may be presented during the year in the sum of \$250 dues unpaid or on the basis of \$350 due for 1923 fully paid.

### EXPORTS NEEDED FOR HIGHER PRICES

Fresh export news or damage to the new crop are necessary to encourage higher wheat prices. Stale export trade with depressing world statistics have held the market in check. One optimistic feature is the way grain prices have been supported on declines. For several weeks the market has covered a limited range. Foreigners take advantage of setbacks to make purchases.

Bull fever has hit most commodities, but grains are slow to respond. Investment participation by the general public could soon bring advancing prices. The public interest in grains is restricted because of Government interference. So Mr. General Public turned to cotton, rubber, stocks and other attractions.—*Southworth & Co., Toledo, Ohio. From Weekly Market Review, March 10.*

### THE NEW BOARD OF TRADE BUILDING

The members of the Chicago Board of Trade will shortly vote on a proposition for raising a fund for the construction of a new building, which will involve their own savings for the purpose. The plan will provide for a fee of one-half cent a thousand bushels on grains and in proportion on other products, to be paid by members exclusively and in exchange for which there will be given certificates of indebtedness in denominations of \$100 against the institution.

In the operation of the plan the members do not donate anything towards a new building but simply lend money to their own institution at a reasonable rate of interest for the purpose of creating a fund so that the Board may be in a position to erect a suitable business home when it is desired to do so.

### WATCH YOUR STEP

No doubt notice has been given of the gradual upward tendencies that are being experienced in all other commodities outside of grains, which rather indicates that we are approaching the eve of another period of inflation. While the statistical position of wheat on the surface may appear bearish we must remember that statistics have counted for very little the past few years, or to be a little more explicit since America controls the gold supply of the world. Undoubtedly values will ultimately recede to lower levels, but it is a matter of much conjecture as to when this will occur, probably some years hence when world's conditions are more normal than they are now.

Stocks of corn back on the farms are not burdensome when one considers the enormous feeding that must still be carried on before the new crop is harvested. While it is true that our stocks here have increased it has been encouraged by the enormous prices that were paid for to-arrive grain at a time when there really was no need of it. These fancy prices brought out corn on all advances while now we are advised by our correspondents that elevators are refusing empties, which would indicate the holding attitude of the farmer, who no doubt is being encouraged by the recent passage of the Farm Credit Bill. The daily arrivals of corn are small and keen competition exists for the offerings that are not applied on contracts. Practically no old

corn is arriving, which is causing some anxiety among the chicken feed trade.

Very little changes are taking place in oats futures and while shipping sales are light the operators of our terminal elevators here predict a decided improvement in the demand shortly. Southern demand is good but supplies are more cheaply obtained elsewhere.—*The Updike Grain Company, Chicago, Ill. Market letter of March 10.*

### A BLOW TO THE GRAIN TRADE

When Peter S. Goodman died on February 18, there passed the most able crop statistician in the country. His articles upon world affairs and economic subjects as they applied to the grain trade were read no less eagerly than his crop reports, for he was a deep student, a hard worker, and a courageous and forceful writer.

Mr. Goodman died of heart disease on his way home to Chicago from the dune country of Indiana, a territory which he had known thoroughly



THE LATE PETER S. GOODMAN

for years, having made an intensive study of its interesting typography and the peculiar flora and fauna with which it abounds. His death occurred just a month after that of his wife.

For years Mr. Goodman had been in the employ of Clement, Curtis & Co., but had been given a free hand in his work and was as independent as if he were working for himself. He took a vast pride in the accuracy of his reports and the logical conclusions deducted from them, and no consideration would have tempted him to abuse the confidence which the trade imposed in him by perverting his reports to serve the ends of any group of men.

Mr. Goodman many times disagreed with the crop experts of the Department of Agriculture and was not backward in pointing out errors in method or in the conclusions reached by the Department. Almost invariably time proved him to be right, and his opinion was highly respected in Washington.

He was in newspaper work for some years in Chattanooga, Tenn., and came to Chicago in 1893, soon thereafter becoming financial editor of the *Chronicle*. Upon the demise of that paper he accepted the position he held to the time of his death. He served as securities expert for the County Court of Cook County, and his estimates were never questioned. In short, Mr. Goodman was an unusual man, with a mind, which was a storehouse of facts upon a great variety of subjects, which he could command at will; a man of intellect, courage, and unswerving integrity.

Mr. Goodman was 65 years old. He is survived

by his father, Jacob Goodman of Lancaster, Pa., three sisters, also of Lancaster, and one son, Harry, of Chicago. He was buried in Oakwood Cemetery, the funeral services being attended by many representatives of the trade in Chicago.

### COST OF TRANSFER NOW \$500

The members of the Chicago Board of Trade, Chicago, Ill., by a recent vote of 259 to 173 decided to make \$500 as the cost of transferring memberships. This is an advance of \$250. The \$250 additional will be used to retire memberships at not in excess of \$6,000. The other \$250 is for the purpose of retiring the Board of Trade 4 per cent bonds of which there are \$484,000 outstanding, although \$330,000 are held by the Board.

### ON THE PEORIA MARKET

Receipts of corn have been light and values have been following the course of other markets. Industries have been the main buyers, not much corn being bought by shippers. The domestic demand East continues very dull and exporters seem to be out of the market for the moment. There is no improvement in the car situation. Empty cars continue very scarce. Country acceptances on bids have been light, also advices of consignments.

Receipts of oats have also been light and values have been holding well in line with those in other markets. There is a small shipping demand, mostly from the South. The movement from the country is restricted by the scarcity of cars.—*Mueller Grain Company, Peoria, Ill. Market letter of March 12.*

### EXERCISE IS THE THING

Members of the Buffalo Corn Exchange, Buffalo, N. Y., spend pretty strenuous times on the floor of the exchange during trading hours in handling business of patrons in western and eastern territory, but this is to be augmented by a different form of exercise. It will be no less than a bowling tournament and a committee has been appointed to formulate details composed of M. M. Nowak, J. J. Rammacher and J. G. McKillen.

The plan is to bowl on three different evenings with three games for each evening. The total pins for three sessions will win the prize consisting of a silver cup donated by M. M. Nowak. The Exchange numbers some first class bowlers in its membership and new high records are expected to be hung up.

### THE GOVERNMENT ELEVATOR AT VANCOUVER

The transfer of the grain elevator at Vancouver to the Harbor Board, which it was expected would have been completed in January, may be held up for some time, judging from present appearances. The officials of the Trade and Commerce Department point out that the Government has an investment of nearly \$1,000,000 in this elevator. They think it would at present be wiser to lease the elevator rather than to transfer it outright. They claim that there will be a lot of privately owned grain shipped through the elevator which is not the case with the elevator at Montreal, and that provision will have to be made for Government inspection and weighing. So far as the grain from southern Alberta is concerned, this could be inspected and weighed at Calgary, but there is no Government elevator in the North to deal with shipments from that part of the Province. The department also wants to be assured regarding control of rates at Vancouver, which are now low



and will have to be raised when the investment becomes larger. The whole question is now being gone into between the various departments concerned, but some delay in the transfer appears inevitable.

#### GOOD DEMAND FOR CORN

We continue to have an excellent demand for Soft Red Winter wheat, at fancy premiums. Receipts have been a little heavier for the past 10 days but they have fallen off and at the present time are very light. We look for a strong market of this variety of wheat as it is getting rather scarce.

We have an excellent demand from southern points for White and Yellow corn carrying southern billing which commands a premium of from 1 to 1½ cent over grain which only carries eastern billing.

The same can be said of oats. The best outlet is at southern points for heavy oats fit for seed.

We look for a light movement of all grain for the next 30 days and think we will see some advance in prices as all grain prices are out of line with other commodities.—*McCardle-Black Company, Indianapolis, Ind. Market letter of March 12.*

#### NEW ELEVATORS AT FORT WORTH

According to O. E. Blewett, head of the Blewett Grain Company of Fort Worth, Texas, plans are on foot to build two new elevators there. Each elevator will have a capacity of 1,000,000 bushels, and they are to be constructed by two grain exporting companies, the names of which Mr. Blewett said he is not yet ready to divulge. The present grain storage capacity of the city is 4,500,000 bushels, which was hardly adequate to handle the business of the grain industry in Fort Worth during the last year.

The large increase in grain receipts of Fort Worth is responsible for the interest being taken by exporting firms in the building of the new elevators there, according to a report made to the Fort Worth Grain Exchange by Mr. Blewett. During the year 1922 Fort Worth received 15,254 cars of grain, as against 10,550 cars received during 1921. According to Mr. Blewett this is the largest increase in business reported by any one city in 1922, and most of the cities reported losses of business in 1922 over 1921. According to the report made by Mr. Blewett, the present grain demand is small in Texas, but is much larger than that in other sections of the country. The milling industry in Texas is prosperous in most instances.

#### EXPORT SITUATION GROWING WEAKER

Every day in every way the export situation grows weaker and weaker. On the Pennsylvania Railroad, we learn that elevators at Philadelphia and at Baltimore are filled. In addition there are 1,300 cars at Philadelphia and 1,300 at Baltimore in transit and on track. On the Erie road much the same condition exists, elevators there being filled as well as harbor vessels, and 1,000 cars on track. There are 3,500,000 bushels of wheat at lake ports including 750,000 bushels afloat in Chicago; this wheat at Chicago will be unloaded and put in elevators here because no more profitable method of disposal can be found, and there will probably be several cargoes shipped back to Chicago from Buffalo. Missouri River markets are lagging behind Chicago, and it is probable that a considerable amount of wheat will be shipped from the West for delivery on Chicago May contracts as was done last year. And we doubt if any "good angel" will be found this year to take delivery of the wheat and merchandise it.

Canadian wheat is offered abroad several cents cheaper than American wheat, and on quality Canadian wheat is worth several cents more than American wheat. American markets have ruled so much higher than the other markets of the world that other surplus producing countries have supplied the demand, and America is left with a sizeable surplus to be disposed of.

Speculative buying is largely responsible for the high prices now ruling in this country. The specu-

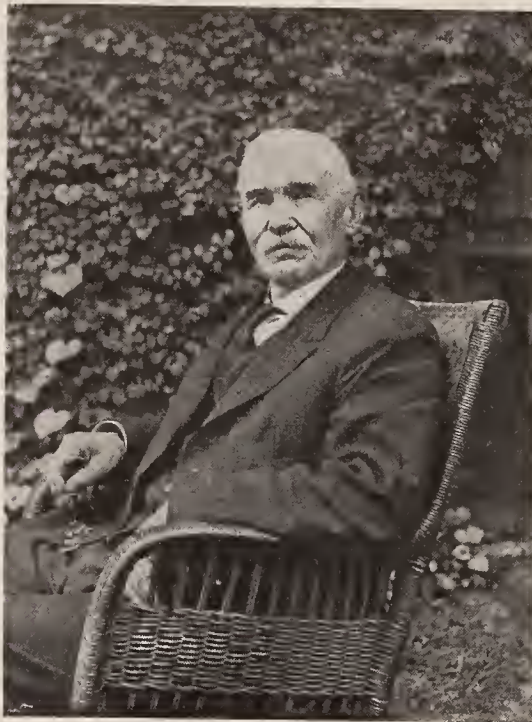
lator is the farmers' friend. He is worth immeasurably more to the farmer than rural credits, or regulatory laws. Therefore, it is not a matter for wonder than the animosity of intelligent farmers against speculative activities is on the wane.

We fear, however, that speculative activities such as those of last spring and this spring, which ignore supply and demand conditions, will eventually result in losses which will destroy the speculator and thus work more harm than good.—*Hulburd, Warren & Chandler, Chicago, Ill. Market letter of March 12.*

#### DEATH OF JOHN INGLIS

A record of 40 years of his life spent in traveling and estimating the wheat and coarse grains crop production of the United States was established by John Inglis, who died March 2, at his home in San Diego, Calif. He was in his eighty-second year at the time of his death.

Mr. Inglis was known for years as one of the world's greatest estimators of wheat and corn production and had an international reputation for the accuracy of his forecasts. He was an expert observer of crops, not only in this country, but also in South America and Europe. In the early days he traveled and represented a number of leading grain operators, such as the Cudahys, Billy Linn, the Watsons and Pillsburys of Minneapolis, but



THE LATE JOHN INGLIS

during the later years he had been connected, as crop export, with Logan & Bryan of Chicago. He was well known and had friends in all parts of the country.

Mr. Inglis was born in Kilmarnock Glen, Scotland, in 1841, near the home of Robert Burns and removed to Ontario, Can., when he was nine years of age. Shortly after he came to the United States. He enlisted in the 19th New York Cavalry at the outbreak of the Civil War and served until its close in 1865. He is survived by his widow, five daughters and five sons. The funeral was held from the home at San Diego, March 5, and it was planned to allow the body to rest in a vault until spring, and then remove it to Morgan Park, Ill., his former home, for interment.

#### COARSE GRAIN IN FAIR TO GOOD DEMAND

Receipts of corn have been slightly in excess of the demand but arrivals are well taken care of. There is a tendency for No. 3, No. 4 and No. 5 yellow grades of corn to work at a considerable discount under No. 2. Buyers are only taking hold of corn of low moisture content due to the season of the year. This condition has created wider spreads between four corn and two corn.

A fair to good demand exists for oats of good desirable quality. Some low grade, off color oats, are in demand but holders are reluctant to dispose of them at required discount under regular grades.

Top grades of desirable two whites are bringing fair to good premiums. Stocks of oats are light and car shortages in western markets are causing eastern buyers to keep our market in a generally healthy condition.

Cars seem very difficult to obtain and all western territory is complaining. Movement is fair but more or less delays experience to eastern territory.—*Harper Grain Company, Pittsburgh, Pa. Market letter of March 12.*

#### CHANGES IN MEMBERSHIP.

*Chicago:* Memberships on the Board of Trade which were recently transferred are: F. W. Maynard, Estate of George W. Blanchard, Walter H. Wilson, George A. Rossman, E. H. Reynolds, C. W. Hunter, H. A. Borchardt and M. D. Marlett. Joseph A. Schmitz, Charles Griffith, Walter O. Wilson, La Fern H. Nickels, Thomas P. Lahey, Max Nierman, Robert J. Steven and Isadore J. Levinthal are new members on the exchange. Reported by Secretary John R. Mauff.

*Duluth:* Weston D. Pruddeau was recently elected to membership on the Board of Trade. S. H. Jones has withdrawn his membership from the Board. Reported by Secretary Charles F. Macdonald.

*Milwaukee:* C. W. Hunter's membership in the Chamber of Commerce has been transferred to E. G. Hadden as an additional membership. Reported by Secretary Harry A. Plumb.

*Wichita:* H. E. Merrell and Dewey F. Hunter are new members on the Board of Trade, for Goffe & Carkener; C. L. Warren is a new member for James E. Bennett & Co. Reported by Secretary R. B. Waltermire.

#### WHEAT A VALUABLE FOOD COMMODITY

Regarding wheat it is doubtful that the grain trade at large has been in a more dejected frame of mind than at the present time, but with all due regard for the current decidedly disappointing demand and apparently more than sufficient supplies for all needs, it remains fundamentally true that wheat is a very valuable food commodity and as such the producer should enjoy relatively greater prosperity than the manufacturer, who has not to contend with the inclemencies of the weather and which may spell ruin at any time. However, such has not been the case since the closing days of the war and because wheat values are not sharing in the rise of other commodities it may be inferred that wheat is being produced too plentifully. That the high price during the war tended to stimulate production in the American hemisphere is true, and while it may naturally be presumed that there should be an equivalently larger demand from Europe for our surplus on account of lessened production there, it failed to materialize for the reason that "credit buying" ceased with the closing of the war. Still hand-to-mouth buying has in the past few seasons pretty well absorbed the world's surplus, but it is this very hand-to-mouth buying that has operated against values.

Trade sentiment for months past has been bearish in the main, quite in conformity with the situation. That the market has failed to decline to any extensive or lasting degree is quite another matter. Bearish conditions and the attendant short selling create by themselves a demand. In addition to this there is the ever-present buying by millers and exporters, perhaps not large, but sufficient to absorb offerings of a narrow market of light trading volume, so that this buying constitutes a stabilizing factor. The human mind usually follows the most natural lines. Accumulating stocks and lack of demand are most impressive because they afford the visible means of drawing conclusions. Less attention is being given invisible forces, which at times work in quite the opposite direction. Among these may be cited the domestic demand for wheat. Consumption is an uncertain matter and it is now becoming more evident that domestic disappearance so far this season has been larger than last season.—*Rosenbaum Grain Corporation, Chicago, Ill. From late market letter.*



## TERMINAL NOTES

Strauss & Co., grain merchants of London, England, have opened an office in Vancouver, B. C., in charge of A. W. Whitmore.

J. H. McMillan of the Cargill Elevator Company, Minneapolis, Minn., has been elected to membership in the Baltimore Chamber of Commerce.

C. C. Parkhurst, formerly with A. J. White & Co., and later with Lamson Bros. & Co., Chicago, has become associated with J. S. Bache & Co.

The Searle Grain Company, Ltd., of Winnipeg, Man., will rebuild its grain elevator at Davis, Sask., which was recently destroyed by fire.

Lee Benzo has left the Wilson Grain Company at Pocatello, Idaho, to become associated with the F. C. Ayres Mercantile Company of Denver, Colo.

The Gray-Rosenbaum Grain Company, large buyers and shippers of grain on the Pacific Coast, has moved its headquarters from Portland, Ore., to Seattle.

Kurt F. Bortsch, member of the New York Produce Exchange, has resigned his position in the export department of the J. Rosenbaum Grain Corporation of Chicago.

The Trusler Grain Company of Emporia, Kan., has opened a branch office in the New England Building at Topeka, Kan. L. C. Stroh will manage the branch.

J. J. Wilson on March 21 will become chief grain inspector for the State of Kansas. Mr. Wilson has been the head of the Moran Grain Company of Moran, Kan., for the past 15 years.

J. O. Dusenberry is the new chief of the St. Joseph branch of the Missouri State Grain Inspection and Weighing department to fill the vacancy caused by the death of H. P. Scruby.

The Aetna Grain Company of Minneapolis, Minn., has been incorporated with a capital stock of \$100,000. The incorporators are: B. V. Loosemore, J. J. Fraunfelder and H. F. Shepherdson.

S. C. Knaur, president and manager of the Knaur Grain Company of Denison, Texas, was recently elected a member of the 1923 Board of Directors of the Denison Chamber of Commerce.

Notice has been sent to the trade that the Parrott-Day Company, grain firm of St. Louis, Mo., will retire from business. Denny Parrott has become associated with Seele Bros. Grain Company of St. Louis.

According to figures recently compiled by the Government, Baltimore, Md., ranked third among the North American ports in the handling of grain for the year 1922. This is a rise from fifth place in 1921.

The announcement is made that the Elmore-Schultz Grain Company, which has been conducting a grain business in the Merchants Exchange of St. Louis, Mo., for many past years, is retiring from business.

Ward Smith, who has had charge of the grain department of Hunter-Robinson Milling & Grain Company of St. Louis, Mo., for several years past, has entered the grain business on his own account on the St. Louis market.

The hay and grain interests of New York City, gave a testimonial dinner to Edw. Dillenbeck, at the Hotel Martinique, February 28. It was in commemoration of his 50 years continuous service in the hay and grain business.

The Churchill Grain & Feed Company, Inc., of Buffalo, N. Y., has been incorporated with capital of \$10,000 to deal in grains, flour, seeds and farm products. The incorporators are F. M. Bartlett, Wm. L. Moffat and H. J. Rengel.

Geo. E. Booth, manager of the cash grain department of Lamson Bros. & Co. of Chicago and one of the most popular of the younger men on the Board of Trade, is spending a vacation in Tampa, Fla. He is expected to return April 1.

The Island Warehouse Company, of Buffalo, N. Y., incorporated in June, 1921, with a capital of \$500,000 has doubled the amount of its capital stock. The directors of the company are Nisbet Grammer, John Rammacher and Edwin T. Douglass. The company

has also issued \$2,000,000 in first mortgage 6 per cent bonds for the new Pillsbury Flour Mill, now being built at Buffalo. It will lease the mill to the Pillsbury Flour Mills Company at an annual rental of \$180,000, plus insurance, maintenance, and taxes.

The P. M. Clarke Grain Company was recently organized to engage in the grain business at Hutchinson, Kan., with offices in the Rorabaugh-Wiley Building. Mr. Clarke was late secretary of the New Era Milling Company at Arkansas City, Kan.

The following gentlemen have been elected as the Arbitration Committee of the Baltimore Chamber of Commerce, Baltimore, Md., for the ensuing year: Charles England, chairman; Robt. E. Lee Marshall; Edward T. Sheil, Jr.; A. F. Sidebotham, and Gen. H. M. Warfield.

Nat C. Murray, chairman of the United States Department of Agriculture's crop reporting board, has resigned that office to become effective March 31, and will become associated with crop reporting work for Clement, Curtis & Co., of Chicago, carrying on the work of the late Peter S. Goodman.

Robert McKee, recently connected with the Vancouver Milling & Grain Company, Ltd., of Vancouver, B. C., has organized the Canada Grain Export Company, Ltd., of Vancouver, to carry on a general business in grain, flour and feeds. W. C. Shelly will be president and Mr. McKee, managing director.

Charles England of Charles England & Co., Baltimore, Md., together with Ferdinand A. Meyer, has been renamed as representative on behalf of the Baltimore Chamber of Commerce to the eleventh annual convention of the Chamber of Commerce of the United States of America at New York City, May 8, 9, 10.

C. W. Lonsdale of the Simons-Shields-Lonsdale Grain Company of Kansas City, Mo., was recently recommended by the Kansas City Chamber of Commerce as a director of the Chamber of Commerce of the United States. The election of officers of this organization will be held at the annual meeting in New York City in May.

The Rosenbaum Grain Corporation of Chicago, Ill., has been admitted to membership in the clearing house of the Chicago Board of Trade. The public elevators formerly operated under the name of the J. Rosenbaum Grain Company are now being operated by the Postal Elevator Company, a subsidiary of the Rosenbaum Grain Corporation.

S. Fritz Mayer has withdrawn from partnership in Stein, Alstrin & Co. of Chicago, Ill., and recently left for California where he plans several months' stay and will then make a year's tour of Europe. Mr. Mayer started in LaSalle street 12 years ago with the old firm of Finley, Barrel & Co. and became a partner several years ago in Stein, Alstrin & Co. which succeeded them.

W. C. Goffe, receiver for Dilts & Morgan, defunct grain firm of Kansas City, Mo., recently gave out a statement placing the firm's assets at \$152,502 and liabilities at \$221,642. He gave out that \$33,000 of the firm's deficit was due to misappropriation of funds at the company's Wichita, Kan., branch. A settlement with the firm's creditors will be made very soon.

The Taylor-Swanick Grain Company of Omaha, Neb., was dissolved March 1. E. G. Taylor has become connected with the Vincent Grain Company and James Swanick is head of the newly organized Swanick Grain Company. Associated with Mr. Swanick in the new concern is C. E. Carey, who has been identified with the grain business of Omaha for very many years.

The Uhlman Grain Company opened its Chicago office March 1 in Room 87, Board of Trade Building, and its Kansas City office on the same date in Room 338, Board of Trade Building. It has a capital stock of \$600,000 and its new 1,000,000-bushel elevator at Kansas City was expected to start March 15. Fred Uhlman is president of the company and Richard Uhlman, secretary and treasurer. Both these gentlemen will make their headquarters in Chicago. Paul Uhlman, vice-president, will be lo-

cated at Kansas City, as head of the cash grain department. The company will specialize in merchandising and storing wheat for mills and conduct a general grain handling, forwarding and export business.

The Western Terminal Elevator Company of Fort William, Ont., has placed the contract with the Fegles Construction Company, Ltd., for an addition to their terminal elevator, located at Fort William of a complete unit of 800,000 bushels' capacity. This will bring the storage capacity up to 3,000,000 bushels. The officers of the company are: President, K. B. Stoddard; vice-president, C. G. Spencer; secretary-treasurer, F. W. Cumming; manager, D. C. McLachlan; manager at Fort William, J. H. Irwin.

W. J. MacDonald, president of the MacDonald Grain Company of Seattle, Wash., S. C. Armstrong, president of the Milwaukee Grain & Elevator Company, and R. O. McAusland, manager of the Bemis Packing Company were recently named as officers of the Executive Committee of the Seattle Chamber of Commerce's Merchants' Exchange Department for 1923. Mr. MacDonald is chairman of the Committee; Mr. Armstrong vice-chairman and Mr. McAusland secretary-treasurer. The men also hold similar offices in the Merchants' Exchange Corporation in that city.

Lamson Bros. & Co. of Chicago, Ill., have added to their organization a department of crop observation and grain statistics. R. C. Cromwell has been placed in charge of this department. Mr. Cromwell has had broad experience in research and in practical application in the field, and has been associated with several of the best known agricultural colleges and the United States Department of Agriculture. He was engaged in a similar capacity with E. W. Wagner & Co. for two years and during the last year with F. H. Peavey & Co. operating at Minneapolis, Minn.

## HYDROCYANIC FUMIGATION TEST

An interesting test was recently made by the A. K. Young Material Company, at Elevator "A" of the Armour Grain Company at Kansas City. A bin of weevily wheat was fumigated with hydrocyanic acid, the gas in liquid form being injected through the unloading spout at the bottom of the storage bin and permitted to escape freely through the wheat without agitation or assistance of any sort. The top of the bin was open to the atmosphere above.

Hydrocyanic acid gas is one of the most poisonous chemicals known. Inhaling the fumes even in minute quantities causes paralysis of the vital organs and death is almost instantaneous. This danger will always militate against the general use of the gas as a fumigant, except under conditions over which the most particular supervision is maintained. But when it is properly applied it is undoubtedly one of the most effective fumigants.

The record of the test at Kansas City is as follows:

Storage bin known as "Star" bin was used for fumigation. Height of wheat column 45 feet. Bin contained 3,800 bushels of infested wheat. Temperature of outside air 10 degrees Fahrenheit. Temperature of wheat column 48 degrees Fahrenheit at top, 41 degrees Fahrenheit at center, and 42 degrees Fahrenheit at bottom of bin.

Unloading bin consumed 38 minutes, and, during this time, at regular intervals, 52 samples of the wheat were taken. In addition to these samples, the throw-off from the belt over end pulley at elevator boot was collected and upon examination only one live weevil was found in all of the samples taken.

It is possible that under more favorable temperature conditions, the weevil in its complete cycle would have been completely eradicated, or under the existing conditions a slightly longer exposure would have given the same result. It is also highly probable that the weevil discovered may have fallen onto the belt from some other spout than that attached to the bin under fumigation. The effectiveness of the treatment was unquestioned.



## TRADE NOTES

The Montreal Harbor Board, Montreal, Que., has arranged with John S. Metcalf Company, Ltd., of Montreal and Chicago, to submit plans for a 3,000,000-bushel elevator to be erected at Tarte Pier and to be known as No. 3 Elevator.

The Hess Warming & Ventilating Company of Chicago, Ill., has been awarded the contract for the grain driers to be installed in the new export grain elevator of the Baltimore & Ohio Railroad to be erected at Locust Point, Baltimore, Md.

Replying to the Board of Trade resolution of the city of Edmonton, to Sir Henry Thornton, president of the Canadian National Railways, regarding grain elevators at Vancouver, B. C., Sir Henry stated that the whole "problem of grain outlet to the Pacific Coast was a national economic one, rather than one of railway administration only." So far as terminal elevators were concerned, he expressed himself as preferring those to be built by private enterprise.

The Webster Manufacturing Company of Chicago, Ill., and Tiffin, Ohio, announces a further expansion in connection with their Canadian business, a new corporation having been arranged known as The Webster-Inglis, Ltd., 14 Strachan avenue, Toronto, Ont. The facilities of this plant will enable them to design and manufacture high grade elevating, conveying and power transmission machinery along the same lines as now manufactured by the Webster Manufacturing Company.

W. H. Kent, vice-president of the Weller Manufacturing Company of Chicago, Ill., leading manufacturers of elevating, conveying and power transmitting machinery for flour mills, grain elevators, coal, brick and allied plants, gave a very instructive address before the annual convention of the National Brick Manufacturers Association, held at Cleveland, Ohio, the week of February 5. Mr. Kent had as his subject, "The Saving in the Handling of Material in and About a Brick Plant."

The Hess Warming & Ventilating Company of Chicago, Ill., manufacturers of the well known Hess Grain Driers and the official Brown-Duvel Moisture Tester, has inaugurated a special sale of parts for the official Brown-Duvel Moisture Tester in order to reduce their surplus stock. Prices on these parts are quoted in their advertisement in this issue and include 10 or more accessories. Shipments will be made promptly and while the sale lasts there will be no advance in prices.

The Weller Manufacturing Company of Chicago, Ill., has its plant now running at full capacity on spring orders with inquiries for grain elevator and mill equipment greater than for some time past. Not only has the demand been good for lines for new plants but also for outfits to replace worn out equipments in the older mills and elevators, showing a tendency on the part of owners and operators to place their businesses in the best shape possible from an operative standpoint. The Weller firm is keeping all the departments of their works in the highest state of efficiency so as to give patrons the most prompt and best service possible.

The Charter Gas Engine Company of Sterling, Ill., announces the purchase of the entire "Mietz" Oil Engine (also known as "Mietz and Weiss") business, heretofore carried on at 128-138 Mott street, and 430 East 19th street, New York City by the August Mietz Corporation and the Reliance Oil Engine Corporation. This effects a merger and consolidation, under one management, of two of the oldest and best known internal combustion engines in the world. The Charter Gas Engine Company is now moving from New York City to their plant at Sterling, Ill., all of the physical assets comprising the "Mietz" Engine and in the meantime is filling repair orders from New York City, so that

there will be no interruption in repair service to "Mietz" engine users. It is announced that "Mietz" engine users will be able from now on to obtain prompt and reliable repair service for any "Mietz" Engine ever built. A number of the personnel of the August Mietz Corporation organization have been engaged for work by the Charter Gas Engine Company insuring a thorough working knowledge of the manufacture of "Mietz" Engines. In order to handle the added business properly arrangements for additional floor space have been completed, whereby the area of the present Charter plant is almost doubled.

The Huntley Manufacturing Company of Silver Creek, N. Y., elected the following officers at its annual meeting held last month: W. M. Buchholtz, president and treasurer; W. A. Chapman, vice-president; A. B. Chapman, secretary. Directors chosen were: W. M. Buchholtz, W. A. Chapman, A. B. Chapman, J. S. Francis and S. T. Sackett. The annual report submitted to the stockholders was very gratifying as the plant was in operation on full time throughout the year. The company has a large number of orders on hand for its line of Monitor equipment for elevators and mills and the outlook for 1923 was said to be exceptionally bright.

The Leonard Construction Company, engineers and constructors and designers and builders of grain elevators, mills, warehouses, etc., of Chicago, Ill., have just issued and mailed to their patrons a handy memorandum book containing views of large plants they have erected in various parts of the country. Among some of the principal pictures are those of the Corn Products Refining Company at Argo and Pekin, Ill.; the Larowe Milling Company's additions at Toledo, Ohio; the Quaker Oats Company's improvements at Saskatoon, Sask., and the new plants at Petersboro, Ont., Cedar Rapids, Iowa, Memphis, Tenn.; the Corn Products Refining Company's plant at Edgewater, N. J., etc. etc.

## OFFICIAL INVESTIGATION OF AGRICULTURAL EXPORT SITUATION

Secretary Hoover announced on March 7 that under appropriation made recently by Congress, the Department of Commerce is at once undertaking an exhaustive investigation of all the facts bearing upon the present situation and the outlook of our export market in agricultural products with the co-operation of the Department of Agriculture. A Commission is being appointed by the Department comprising representatives of agricultural organizations and exporters in the principal groups of grain, cereal products, animal products, cotton and tobacco, together with economic and financial membership, who will plan, direct and formulate the results of the investigation.

Agricultural produce comprises about one-half of our total exports. During the last three years there has been an apparently slight over-production in the United States, which seriously affects agricultural prices, and the question arises as to how temporary this situation may be and what the future prospects are. During the 10 years before 1913, our production did not keep up with our consumption, and the increased consumption was reflected in a decreasing margin of exportable surplus to an average of about 6,500,000 tons per annum just before the war. In the 10 years since that time, production has steadily increased not only sufficiently to provide for 13,000,000 increase in population but so that exports have increased to about 17,000,000 tons per annum.

In the meantime, the farmer population has not kept pace with the general population, there having been but little increase in the number of farmers. The increased agricultural production is due to

nearly 20 per cent increased output per farmer. This is in turn apparently due to steady improvement in agricultural science and mechanical appliances and is perhaps contributed to by a run of favorable climatic conditions. The lowered production of Europe, especially of Russia, has contributed to create the enlarged market for this surplus abroad.

It is proposed that there should be an exhaustive investigation of the facts as to the proportion of exports to the total of each crop, those facts which bear upon the trend of increased production and increasing consumption at home, the gradual shifting in the world's demand for different foodstuffs, the tendencies of agricultural production abroad, the finance of exports, the bearing of various trade factors upon the whole question of foreign marketing, the better preparation of produce for foreign markets and aids to export, the possibilities of shipment to destination instead of rehandling in foreign countries, and various factors in understanding of the changing character of market which the American farmer must meet.

## WORLD'S WHEAT AND RYE CROPS

The world production of wheat and rye, as far as reported is slightly greater than last year. It is estimated at 3,890,937,000 bushels, including the figures for 1922 in the northern hemisphere and for 1922-23 in the southern hemisphere. Russia, the principal country for which no report is available, produced about 27 per cent of the world's combined crop of wheat and rye in the period 1909-13.

The total production of wheat in 30 countries and rye in 19 countries for which comparable figures are available amounts to 3,797,735,000 bushels, in 1921 the production of the same countries amounted to 3,781,504,000 bushels and in 1909-13 to 3,774,542,000 bushels. In the United States and Canada the combined production of wheat and rye is 15 per cent greater than the 1921 production and 50 per cent greater than in the period 1909-13. The production of Europe on the other hand is 14 per cent less than last year and 24 per cent less than in the period 1909-13.

The rye production of all countries reporting in the northern hemisphere in 1922 and in the southern hemisphere in 1922-23 amounted to 794,819,000 bushels. The production of 19 countries for which comparable figures are available amounts to 784,721,000 bushels as compared with 801,309,000 bushels for the same countries in 1921 and an average of 929,379,000 bushels during the period 1909-13. Of these amounts Europe produced in 1922, 656,851,000 bushels or about 84 per cent of the total; in 1921, 718,179,000 bushels or about 90 per cent, and in the period 1909-13, 891,192,000 bushels or about 96 per cent. Russia is the chief rye producing country for which no recent figures are available. In the period 1909-13 her rye crop was nearly as large as all the other countries put together.

Some of the more striking changes in rye production in recent years have occurred in Canada, the United States, Germany, Austria, Hungary, Poland. The latter is the only country reporting which shows a substantial increase of rye production in 1922 over the average 1909-1913. The average before the war was 90 million bushels; last year it was 201 million. In Canada the pre-war average was 2,094,000 bushels; last year it was 32,373,000. The corresponding figures for the United States were 36,093,000 and 95,497,000 bushels.

In Germany the rye production dropped from 445,222,000 bushels prewar to 206,049,000 last year. The pre-war production of Austria was 112,952,000 bushels; in 1922 it was only 12,990,000. Hungary's production dropped over half, from 48,716,000 to 21,442,000 bushels.

Exports of rye have increased from both the United States and Canada. In 1922 the United States shipped 48,000,000 bushels of rye to foreign countries, as compared with 30,000,000 bushels in 1921, or an increase of 58 per cent. During the first 11 months of 1922 exports of rye from Canada amounted to approximately 8,000,000 bushels, more than double her exports for the whole year of 1921.



## PROPOSED REGULATIONS FOR PREVENTION OF DUST EXPLOSIONS IN TERMINAL GRAIN ELEVATORS

The Dust Explosion Hazards Committee of the National Fire Protection Association, of which David J. Price of the U. S. Bureau of Chemistry, Washington, is chairman, has approved the proposed regulations for prevention of dust explosions in terminal grain elevators, as prepared by the Special Sub-Committee. The Sub-Committee that prepared these important rules to reduce the hazard of dust explosions in grain elevators consisted of Dr. H. H. Brown, Hollingsworth & Vose Company, Walpole, Mass.; G. F. Butt, Secretary, John S. Metcalf Company, Chicago; John G. Hubbel, Manager, National Inspection Company, Chicago; B. S. Mace, Railway Fire Protection Association, B. & O. Railroad Company, Baltimore, Md.; and R. A. Small, Ventilation Engineer, Industrial Commission, Madison, Wisconsin.

The regulations as submitted by the Main Committee on Dust Explosion Hazards are still in tentative form and have not as yet been considered by the National Fire Protection Association. They will be brought before the Association at the annual meeting in Chicago, on May 8 to 10, at which time they will be subject to amendment before adoption.

### PROPOSED REGULATIONS FOR THE PREVENTION OF DUST EXPLOSIONS IN TERMINAL GRAIN ELEVATORS

#### A. CONSTRUCTION.

##### I. BUILDINGS.

- All buildings shall be constructed entirely of fire resistive materials.
- Construction shall be such that all interior walls, including bin walls, shall be smooth, and free from pockets or ledges that will permit the accumulation of dust. In special cases where it is not practicable to entirely eliminate ledges, then such ledges shall be finished with smooth surface and shall be made as steep as possible. All pipes, conduits, etc., that of necessity are exposed, shall be fastened to walls or ceilings in such a manner as to present a minimum surface for the collection of dust.
- Roofs and side walls of belt conveyor galleries, the side walls of all cupolas above bins, also all curtain walls below bins shall be constructed of light material offering little or no resistance to explosive energy.

**NOTE**—The term, "light material," contemplates corrugated galvanized iron, corrugated zinc, corrugated asbestos, brick-tile or gunite; and for cupola construction is intended to apply only to curtain or panel walls between columns. Concrete may also be used similarly, provided the window area is greater than the minimum allowance quoted in clause "g."

- The track shed, or building in which the operations of loading and unloading cars are carried on, may be built immediately adjacent to the working house; but in such case must be separated from the working house by a solid dust-proof partition of light material. Fixed windows may form a part of the partition. Doors in the partition are not desirable, but when necessary, shall be of the self-closing type. All other buildings forming a part of, or an adjunct to, the elevator proper, shall be separated each from the other by as great a distance as is practicable. Connections between buildings shall be only by belt galleries, tunnels or spouts. Tunnels between buildings when not wholly underground must be provided with natural light, and in any event must be provided with adequate ventilation. At points where galleries or tunnels are connected to main buildings a partition or fire door shall be provided. These partitions shall be solid except for entrance door, and apertures for conveyor belt. The entrance doors shall be hinged to swing into the tunnels, and shall be so arranged as to be self-closing. Small doors or slides equipped with fusible link, or automatic closing device, as best adapted to particular conditions, shall be provided, to close the apertures for conveyor belts in case of fire or explosion.

- All storage bins shall be covered, the side walls extending solidly to the roof of the bins, there being no connection between bins. Each individual bin in the storage annex shall be vented to the outside atmosphere, the vent pipe to be of sufficient size for the purpose intended. All bins in the outside rows of the working house shall be vented to the outside atmosphere; but all interior bins may be vented into the story over bins, when, on account of mechanical difficulties, it is impossible to vent such bins to the outside atmosphere.
- Tunnels and basements shall extend as much above natural ground level, and shall be as large and roomy, as is practicable. All tunnels and basements

shall be dry, and shall have all the natural light possible to obtain, either by means of windows, areaways, or sidewalk glass.

- All buildings and operating rooms shall be provided with a large area of windows, or a combination of windows and louvers; minimum allowance to be as follows: For cupolas and for drier building, 40 per cent of the free wall area space between columns). For galleries between buildings, also shipping galleries, 10 per cent of the free wall area (space between columns). For track shed and first story of other buildings, 50 per cent of free wall area (space between columns). All windows shall be glazed with plain glass, and shall be easily operative at all times, and arranged to provide the maximum ventilation when open; and shall be preferably of the hinged or tilting type.

- Ends of working house first story, and the track shed, shall be equipped with rolling steel or incombustible sliding or swing doors. Exterior side walls of working house and track shed may be equipped with similar doors, if found more practicable than windows, except that when the working house and track shed are adjoined, the common partition wall shall be permanent, as specified in clause "d."

- Basements of all buildings shall be of such construction as to permit the free circulation of air to all parts, and shall be vented by air shafts exhausting above the roof, or by other approved method. When the natural ventilating capacity is not sufficient to provide one complete change of air per hour, fans or blowers shall be provided. To provide adequate air inlet in basements, at all times, permanent openings shall be provided in addition to the doors and windows. Roofs of track sheds, drier buildings, galleries, and all cupolas, shall be provided with sufficient monitors or ventilators, to insure, in conjunction with the windows, one complete change of air per hour, in the area thus ventilated.

- All stairways and passenger elevators shall be enclosed in a fire-proof partition, with self-closing doors at each floor landing.

- All doors shall be manufactured and erected in accordance with the National Underwriters' Code.

- Approved fire escapes shall be provided for all main buildings of the elevator.

##### II. EQUIPMENT.

- All elevator leg casings shall be of steel or concrete and all spouts and screw conveyors shall be constructed of steel. Leg casings, spouts and screw conveyors shall be so designed and so constructed as to be dust-proof.

- Where it is necessary, for convenience of operators, to provide doors or openings in the leg casings, spouts or screw conveyors, such openings shall be provided with dust-proof covers.

- In so far as possible all spouts shall be fixed, but where portable spouts are necessary, such spouts shall be closed on the top. Open ends of all spouts that are liable to emit any volume of dust through back-pressure shall be provided with hinged damper or valves. All spouts passing through building walls shall be equipped with dampers or valves with suitable stops.

- All conveyor belts delivering grain to an elevator leg shall be equipped with some type of mechanical or electrical governor or control that will automatically stop the conveyor belt motor when the leg chokes or slows down.

- All elevator legs should be provided with non-chokeable boots.

- Elevator legs should be provided with automatic backstops.

- All motors driving elevator legs shall be of such capacity as to enable the leg to elevate the maximum amount of grain that can be delivered by the largest single tributary spout or conveyor. All leg motors shall be equipped with an overload relay attachment which will automatically stop the motor in case of choke at the boot-leg motors shall also be equipped with no-voltage release. When elevator legs are driven by a lineshaft then they shall be equipped with an automatic signal, either visual or audible, or both, that will register when the leg begins to slow down, thus indicating to the operator the possibility of a choke at the boot.

- Ball or roller bearings shall be used on all fans and cleaning machines and whenever practicable on belt conveyors, trippers, elevator boots and motors. On all equipment not readily adaptable to the use of ball or roller bearings the standard type bearing best suited to local climatic conditions, may be used.

- All cleaning machines shall be set a sufficient distance above the floor as to permit of easy cleaning around and under them. In no case shall machines be set less than eight inches above the floor.

- All belt conveyors shall be raised a sufficient distance from the floor as to permit of easy sweeping under them.

- All machinery shall be constructed of fire resistive materials.

##### III. DRIERS.

- All drier units shall be placed in separate building.
- Each drier unit shall be separated from others by means of light dust-proof partitions.

- Garners over driers shall be constructed of either steel or concrete, closed on top and vented to the outside atmosphere.

- Grain may be transferred to or from the driers

by means of spouts or conveyors. Spouts to drier garners shall be carefully connected to prevent dust escape.

- The coils in driers shall be so constructed as to prevent any accumulation of dust on same.

- Drier fans shall be located in rooms segregated from the balance of the equipment by means of light partitions.

- Motors for fan drives shall preferably be direct connected.

- Hoppers under cooling section of driers shall be of steel or concrete, and dust-proof.

- All floors in drier and cooler sections shall be of gratings.

- Dust hoppers connected to live dust pipes shall be provided under the gratings in drier and cooler sections.

#### B. REMOVAL OF DUST.

##### I. SUSPENDED DUST.

- All elevator leg heads, garners over scales, and scale hoppers shall be equipped with vents to the outside atmosphere.

- Discharge ends of all belt conveyors, boots of all elevator legs, all fixed belt loaders, and in so far as possible all other points where there is a throw of the grain, shall be provided with adequate air aspiration, so arranged as to collect only the floating dust that might otherwise escape into the building. Air aspiration shall be strong enough to remove only floating dust and not kernels of grain.

- All drier units shall be provided with an adequate system for the removal of dust created through the operation of driers.

- All cleaning machines shall be equipped with dust collecting systems.

- All dust collectors shall be of cyclone type, at least 90 per cent efficient, and shall be located outside the elevator buildings.

- All dust collectors shall exhaust ten (10) feet or more above the roof of the plant, or be so arranged that there will be no opportunity for the dust from the exhausts to get back into the elevator.

##### II. STATIC DUST.

- All elevators shall be equipped with some type of pneumatic, or other effective system, for the removal of static dust, which collects on floors, side walls, spouts, ledges, boot tanks, etc. The use of vacuum system is recommended.

- So far as practicable, the use of brooms and brushes, for dust removal, shall be discontinued in all elevators, and more modern apparatus installed. Proper construction will help minimize the need for the brush.

- For removal of dust from motors, drier coils, and other inaccessible surfaces, all elevators shall be equipped with a compressed air system, operating at from 80 pounds to 100 pounds, pressure. Either a fixed compressor, with suitable piping end hose, or a portable compressor set may be used. When the latter is used, it shall be provided with a tank of sufficient capacity to maintain pressure for a considerable length of time, making it unnecessary to bring the tank to pressure while in the elevator.

#### C. ELECTRICAL EQUIPMENT.

##### I. POWER.

- All electrical wiring shall conform with the requirements of the National Electrical Code; and all electrical equipment shall conform with the requirements of the Underwriters' Laboratories.

- Electrical panel boards and all fused switches for electrical power driven equipment, shall be located in separate dust-proof rooms, with self-closing doors, so that the operator cannot work on panel unless door to the room is closed.

- All electrical appliances shall be dust and moisture proof.

- All motors shall be of the induction type.

- All compensators, circuit breakers, and service switches, shall be in oil, except those which are on the panel board, in dust-proof room.

- All fuses for power or light shall be located on the panel boards, in the dust-proof rooms.

- All conduit for power and lighting circuits shall preferably be concealed, and in any event shall be installed in such a manner as to eliminate pockets, where moisture may collect.

##### II. LIGHTING.

- All lights shall be electrical, and of the incandescent globe type.

- All lights shall be enclosed in vapor-proof globes, and equipped with guards where subject to breakage.

- Portable extension lights shall not be used. Reflector lights, or hand electric lamps, similar to those approved for use in mines, shall be used instead.

## KANSAS HAS NEW INSPECTOR

The State of Kansas has a new chief grain inspector, J. J. Wilson of Moran, Kan., has been appointed to the office and will take charge on March 21.

Mr. Wilson has been in the grain business for 15 years as head of the Moran Grain Company, and is thoroughly conversant with all phases of the business, and particularly the country shipping end. He has appointed A. H. Slater, formerly of the



Ottawa Milling Company, as his first assistant, and they will work together for the best interest of the trade.

CHAIRMAN CROP REPORTING BOARD RESIGNS

The commercial world has attracted another Government expert in the person of Nat. C. Murray, chairman of the Crop Reporting Board and Chief Statistician of the United States Department of Agriculture, who has tendered his resignation effective March 31 to engage in similar work in private life. Mr. Murray entered the Department of Agriculture in 1904 as Field Agent in the old Bureau of Statistics. In 1907, he came to Washington as Assistant Statistician. He has long been associated with crop reporting service and became chairman of the board January 1, when the position was vacated by L. M. Estabrook, who was granted leave of absence for one year for service with the Argentine Government to supervise the reorganization of the crop reporting work in that country. Mr. Murray long has been ranked as one of the leading statisticians in this country.

Beginning April 1 he will take the place made vacant in the Clement, Curtis organization by the death of Peter S. Goodman.

NEW EDUCATIONAL WHEAT BULLETINS

The agricultural colleges of Kansas and Nebraska, in conjunction with the Southwestern Wheat Improvement Association, have just published co-operative educational wheat bulletins, which are free to anyone making application for them either through the colleges or the Association. The Kansas bulletin is entitled "Wheat Production in Kansas," and the Nebraska bulletin is "Wheat in Nebraska."

These bulletins are well illustrated and contain a great deal of valuable information dealing with the best methods of growing and handling the wheat crop. They also deal to considerable length with conditions affecting the quality of wheat, in which all wheat farmers and grain dealers are especially interested.

Not only the farmers themselves, but every grain dealer, who handles wheat, will find these bulletins of interest and value. They can be obtained by application to Director H. M. Bainer, Southwestern Wheat Improvement Association, 210 New York Life Building, Kansas City, Mo.

WINTER GRAINS IN GOOD CONDITION

Winter grains have come through the winter in generally good condition, says the United States Department of Agriculture in its semi-monthly crop notes for the latter half of February. Some damage from recent cold weather is reported. Rains and snows have done much good in many sections which appears to have greatly exceeded the damage above referred to. In the Central Western States where the plant had no snow cover, as a rule some damage may have been done by recent cold weather which is not yet apparent, but if any develops it is expected to be slight. In some of the states just west of the Mississippi there are sections where the grain has not yet sprouted but this acreage is not large. The Hessian fly is showing up somewhat more extensively than at this time last year and chinch bugs are reported from a number of areas.

Pastures are now beginning to furnish feed in numerous areas. Ranges are generally in good shape though snow has hindered grazing of late in the Mountain States. Recent rains and snows seem to insure a good growth of grass in most areas though more moisture is needed in some southwestern and northwestern counties.

The movement of wheat from the farms is now nearly normal though a few localities report delay caused by car shortage, bad roads, etc. Farm re-

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serves of corn are low in some heavy livestock feeding districts and the movement from the farms in a number of areas has slowed up owing to lack of cars. The preparation of land for the new corn crop is in full swing in many of the southern states.

Farm work has slowed up some, due to recent storms, cold weather, frozen ground, etc., but is well advanced on the whole. In large sections it is considerably further advanced than usual due to the generally mild and open weather. Plowing is under way in many areas and some seeding is already in progress.

Livestock is reported to be in good condition as a rule. All classes have wintered better than usual due to an abundance of feed and a mild open winter. There was some suffering from the recent cold weather in a number of areas but the losses were small as a rule. Lambing is in progress in many states with generally ideal conditions, prospects of a large crop and a low mortality rate.

Except in a few limited areas the supply of farm labor has continued to be equal to the demand. Farmers have been employing as little as possible and there has been a marked movement of farm laborers toward industrial centers. With the rush of spring farm work under way a marked shortage in the supply of farm labor seems probable for many localities.

Some damage to grain from lack of snow cover and freezing is reported from Virginia, Minnesota, Georgia, Missouri, Iowa and a few other areas. Chinch bugs are plentiful in many Missouri counties. In northwest Oklahoma wheat has been hurt by the drought. The condition of this crop is said to be poor to fair in Wyoming and Colorado and slightly improved in Arizona and New Mexico.

The seeding of oats has begun in the South Atlantic States and is reported from southern Missouri and Iowa.

Plowing is backward in Virginia due to frozen ground. In California the spring season is said to be generally three weeks earlier than last year.

New York and the New England States are still covered with heavy snow and farm work has lagged. Michigan and Wisconsin report much snow and ice. The snow has gone in Iowa and nearby states. Louisiana and Mississippi report the coldest weather of the winter in the last two weeks. The February drought has been broken in Kansas while Kansas and Missouri report plenty of moisture in the top soil.

In Illinois and Indiana more farm sales of corn than usual are reported with, however, but little going to market, mostly being sold in trading between farmers as the farm price has been better than the elevator price. Corn reserves are reported low in Kansas due to heavy feeding. The preparation of corn land continues in Texas, Mississippi and Louisiana and some has been planted in this section.

Clover seeding has begun in southern Illinois and Indiana and will soon be general with favorable weather. In these states young Clover has been badly damaged by freezing and thawing. Pastures are furnishing feed in Illinois and Indiana, have been hurt by freezing in Louisiana and improved by rains in the Texas Panhandle. Recent rains assure spring grass in New Mexico and have relieved the drought in eastern Arizona ranges.

In the Dakotas livestock have been favored with an open winter and abundant farm feed. There is considerable feeding of livestock reported in Illinois, Indiana, Missouri, Iowa and Nebraska. Live stock are poor in weight in Texas and there has been some loss of animals in northern Louisiana from freezing weather. In Utah and Nevada snow is hindering grazing and causing some suffering with,

however, no serious loss of animals. In California a few beef animals will be ready for market about April 15, a little later than expected due to recent cold weather. In this state shipment of lambs to the East is expected to begin late in March and the early February lamb crop promises 100 per cent compared with 70 per cent last year.

California reports conditions good for grain with rain, however, needed at once. The preparation of rice land continues in Louisiana and the old crop there is moving but slowly at present.

GOVERNMENT FOREIGN CROP NOTES

American wheat is imported into Sonora, Mexico and the flour there milled is offered for sale at Mazatlan at \$8.33 per barrel. The flour is sacked in bags of standard sizes having the same general appearance of bags of flour of American manufacture. The freight rate of \$6 per ton from California to Mazatlan, added to the lighterage charge of \$3 per ton, and the handling charges at the Customs House, and cost of cartage to points in the city—all these charges make it impossible, according to Consul Chapman, for American flour to compete. Prior to 1918, practically all the flour came from the western portion of the United States.

The latest estimates of the Rumania wheat crop give a production of 25 million tons, or barely enough for domestic consumption. According to Trade Commissioner Van Norman, a crop of double the size indicated had been expected. It is estimated that it will be 10 years before the peasants will be able to produce the same quality and quantity of wheat formerly produced by the large proprietors.

The potato crop of Czechoslovakia is given as 7,900,000 tons in a report by Consul C. S. Winans. Inclement weather, however, greatly injured the grain, hay, and flax crops. The shortage in hay and straw will amount to 2,800,000 tons. The hop crop is now placed at 101,283 small quintals, or 5,064 tons. The finest quality hops were selling in November at 620-650 Kc per 50 Kg. (16c-16½c per lb.)

The Spanish Government is again fixing the price of commodities as it did during the war. According to Commercial Attache Cunyngham, the price of bread is fixed at 60 centavos per 850 gram loaf (5 cents per pound). Bakers' assistants are receiving 10-11.75 pesetas per day (\$1.55 to \$1.82). The average consumption of bread in Madrid is approximately 300 tons per day.

The second estimate of the Argentine wheat crop is 21,240,000 bushels less than the first estimate made in November. The crop is now placed at 194,078,000 bushels as compared with 180,641,000 bushels last year. The second estimate of flax reduces the crop from 60,270,000 bushels to 46,297,000 bushels. The oats estimate is increased. Argentine corn prospects as a whole are poor as a result of continued drought. The Anglo-South American Bank reports a possible loss of a fourth to a third of the total crop. It is hoped that rains which fell in the region of Buenos Aires the first part of the month were in time to benefit the crop of the southern region.

The cost of living in Holland is receding. According to Consul G. E. Anderson of Rotterdam. in September, 1922, the cost of bread for a workingman's family was 96 as compared to 133 in March, 1920; flour 10½ as against 16½. Most foods cost less than in 1920. Rent and taxes, however, showed marked increases.

Total sowings of Winter wheat so far reported are 500,000 acres greater than last year. The total area sown reported to date amounts to 109,980,000 acres as compared with 109,480,000 acres in 1921. These figures cover reports from 10 countries and



represent approximately 53 per cent of the world's total Winter and Spring wheat area, exclusive of Russia. The condition of the Winter wheat crop is reported to be good in France, Germany and Poland. Favorable reports are also received from the Canadian Province of Ontario and the Chinese Province of Yunnan. No recent reports are available on conditions in other regions of these two countries.

\* \* \*

Winter wheat area in Italy has increased possibly 5 per cent, according to commercial report. An increased yield is hoped for as a result of a more scientific selection of seed and the use of phosphates. The condition of the crop is favorable. The Italian tariff on wheat, flour-and-allied products was greatly reduced on January 20. The present rates are as follows in gold lire (19.3 cents): Wheat flour 1.5, rye flour, oatmeal, yellow corn flour or meal 1.35, Semolina 3.5, ship biscuit 5.5, bran 0.6. The result of the present reduction has been a drop in the price of bread, the cut averaging 10 to 25 centessimi per kilo (from 1/2 to 1 cent per pound) in various cities.

\* \* \*

In 1915-16 the Australian wheat crop was a record one—179 million bushels. The 1922-23 crop is not expected to be over 103.5 million bushels. Consul Dunlap reports that the yield in New South Wales will not be over half so large as last year, due to lack of rain in the wheat belt. Millers who support the pool and draw the bulk of their supplies from it are expecting to receive preferential treatment over millers who take only a small portion of their requirements from the pool.

\* \* \*

The New Zealand wheat crop of 1922-23 will be about 8 million bushels, reports Consul K. de G. MacVitty. A large carry-over from the last crop remains, and inasmuch as the present crop is greater than the needs of the country, the export value of the new crop will be about 4 shillings, a figure which is below the cost of production. This will tend to reduce the acreage for next year's crop. The oat crop is estimated at 2 million bushels, with local consumption placed at 5 million bushels.

\* \* \*

Unfavorable weather during the growing season in Finland greatly reduced the last cereal and potato crops, reports Consul L. A. Davis. The rye crop of 1922 was 197,500 tons, as compared to 263,800 in 1921; potatoes 435,700 tons in 1922, and 496,537 in 1921, oats 409,300 and 450,800 tons respectively, barley 99,220 and 107,540. Only in the case of wheat was there a slight increase, and this was due to a much larger acreage in 1922 than in 1921. The present Winter wheat area is 22,000 acres compared with 20,000 last year.

Total sowings of Winter wheat so far reported are 277,000 acres less than last year. The total area reported in 6 countries amounts to 22,220,000 acres and represents over 50 per cent of the total world rye area, Winter and Spring, excluding Russia.

WHEAT LOSSES FROM STEM RUST

According to Government figures, the losses from stem rust in the last crop were 41,833,000 bushels of wheat. This was 4.9 per cent of the whole crop of 810,123,000 bushels. The loss was largest in North Dakota, 33,244,000 bushels, or 22.5 per cent of the whole wheat crop of the state. Curiously enough, Texas suffered next, with a loss of 2,796,000 bushels or 25 per cent of the whole crop. Minnesota lost 1,705,000 bushels, or 5 per cent, and South Dakota 1,186,000 bushels, or 3 per cent.

Of other states, Ohio and Michigan lost 2 per cent; Wisconsin, 5.4 per cent; Nebraska and California, 1 per cent each, and Utah 1.2 per cent. Indiana suffered .9 of 1 per cent and Illinois and Maryland .5 of 1 per cent each. Kansas and Oklahoma were practically free from losses from stem rust and the following states entirely so: North Carolina, Kentucky, Missouri, Montana, Wyoming, Washington and Oregon. Other wheat growing states, like Pennsylvania, Virginia and Colorado, show only a trace of loss from stem rust.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for February:

BALTIMORE—Reported by James B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	980,793	814,531	1,560,916
Corn, bus....	2,943,050	9,382,775	2,461,971
Oats, bus....	71,249	102,223	34,897
Barley, bus..	2,311	3,082	166,485
Rye, bus....	3,050,271	536,176	2,157,778
Malt, bus....	49,266	2,225	39,926
Buckwheat, bus. ....	1,315	.....	.....
Millfeed, tons .....	1,271	1,528	.....
Straw, tons..	63	46	.....
Hay, tons....	869	1,073	.....
Flour, bbls..	82,213	85,042	30,658

CAIRO—Reported by M. C. Culp, chief grain inspector and weighmaster of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	61,476	.....	44,891
Corn, bus....	788,097	966,488	739,200
Oats, bus....	1,501,585	1,218,101	1,395,045
Barley, bus..	.....	.....	32,920
Rye, bus....	42,645	.....	.....

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,564,000	1,393,000	918,006
Corn, bus....	15,258,000	31,109,000	5,965,000
Oats, bus....	5,936,000	6,848,000	4,566,000
Barley, bus..	685,000	905,000	376,000
Rye, bus....	948,000	225,000	975,000
Timothy Seed, lbs. ....	1,352,000	2,899,000	2,451,000
Clover Seed, lbs. ....	629,000	2,674,000	906,000
Other Grass Seed, lbs..	1,682,000	2,836,000	664,000
Flax Seed, bus. ....	11,000	96,000	25,000
Hay, tons....	8,849	11,153	316
Flour, bbls..	1,050,000	882,000	758,000

CINCINNATI—Reported by D. J. Schuh, executive-secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	339,600	236,400	219,200
Corn, bus....	402,000	514,800	241,200
Oats, bus....	190,000	250,000	146,000
Barley, bus..	7,800	2,600	.....
Rye, bus....	3,600	1,200	.....
Hay, tons....	6,765	7,029	.....

CLEVELAND—Reported by F. H. Baer, traffic commissioner of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	79,707	50,771	2,578
Corn, bus....	321,418	335,222	4,007
Oats, bus....	220,172	142,865	3,847
Barley, bus..	12,194	3,876	.....
Rye, bus....	2,426	882	.....
Hay, tons....	2,109	2,803	.....

DULUTH-SUPERIOR—Reported by Charles F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	3,508,219	611,794	60,966
Corn, bus....	121,745	1,566,834	.....
Oats, bus....	45,391	196,226	48,758
Barley, bus..	122,062	1,631	2,442
Rye, bus....	1,765,838	470,482	.....
Flax Seed, bus. ....	56,742	72,197	87,224
Flour, bbls..	.....	.....	66,290

FORT WILLIAM—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	3,176,027	4,163,133	1,418,898
Corn, bus....	9,215	7,668	9,215
Oats, bus....	686,536	1,917,347	551,986
Barley, bus..	336,683	417,793	89,094
Rye, bus....	212,233	118,512	.....
Flax Seed, bus. ....	48,807	63,070	128,541
Mixed Grain, lbs. ....	1,470,545	1,196,940	729,695

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	241,000	213,200	125,000
Corn, bus....	1,415,000	3,379,600	1,140,000
Oats, bus....	630,000	1,032,000	688,000
Rye, bus....	17,000	8,400	6,000
Flour, bbls., mfg. ....	48,722	37,003	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	4,059,450	7,638,300	2,565,000
Corn, bus....	1,892,500	2,293,750	498,750
Oats, bus....	880,600	763,300	601,500
Barley, bus..	22,500	114,000	20,800
Rye, bus....	11,000	23,100	5,500
Kaffir Corn, bus. ....	233,200	536,800	135,000
Hay, tons....	20,952	29,928	9,900
Flour, bbls..	53,625	95,550	404,950

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	256,200	112,000	269,325
Corn, bus....	2,433,120	3,406,920	1,574,450
Oats, bus....	2,149,400	2,011,465	1,567,730
Barley, bus..	658,880	529,280	271,290
Rye, bus....	360,730	303,160	397,549
Timothy Seed, lbs. ....	661,880	831,402	1,459,397
Clover Seed, lbs. ....	113,824	380,188	1,727,895
Flax Seed, bus. ....	108,610	15,750	54,955
Feed, tons....	480	1,410	30,652
Hay, tons....	850	1,692	1,488
Flour, bbls..	48,250	103,980	63,320

LOS ANGELES—Reported by M. D. Thiebaud, secretary of the Los Angeles Grain Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, carload	262	326	.....
Corn, carload	97	177	.....
Oats, carload	19	20	.....
Barley, carload .....	119	139	.....
Flour, carload	138	157	.....

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	6,354,620	7,072,000	2,743,010
Corn, bus....	753,000	2,571,330	442,190
Oats, bus....	1,528,910	2,081,400	2,378,520
Barley, bus..	862,250	583,730	958,780
Rye, bus....	1,200,190	275,910	861,030
Flax Seed, bus. ....	248,720	201,200	53,730
Hay, tons....	2,192	2,355	280
Flour, bbls..	85,677	109,433	1,157,508

NEW ORLEANS—Reported by Geo. S. Colby, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	.....	903,546	937,343
Corn, bus....	.....	1,701,776	4,648,694
Oats, bus....	.....	66,990	27,820
Barley, bus..	.....	.....	71,383
Rye, bus....	.....	154,285	17,142

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	3,075,800	3,750,600	3,628,000
Corn, bus....	2,553,600	4,408,800	1,502,000
Oats, bus....	546,000	1,334,000	108,000
Barley, bus..	79,900	355,800	133,000
Rye, bus....	490,000	268,800	640,000
Timothy Seed, bags .....	.....	.....	462
Clover Seed, bags .....	2,067	3,031	2,574
Flax Seed, bus. ....	1,009,000	.....	.....
Hay, tons....	3,922	7,629	4,288
Flour, bbls..	910,750	914,518	461,000

OMAHA—Reported by F. P. Manchester, secretary of the Grain Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,654,800	1,863,400	1,227,800
Corn, bus....	2,602,600	3,026,800	1,933,400
Oats, bus....	1,028,000	798,000	1,052,000
Barley, bus..	43,200	96,000	46,400
Rye, bus....	156,200	148,400	14,000

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	135,600	144,250	132,400
Corn, bus....	1,727,700	3,717,100	1,245,600
Oats, bus....	853,400	1,073,600	805,500
Barley, bus..	36,400	35,000	37,800
Rye, bus....	99,600	4,800	126,000
Mill Feed, tons .....	27,890	15,950	24,525
Hay, tons....	1,310	850	220
Flour, bbls..	146,400	269,700	153,200

PORTLAND, ME.—Reported by Howard H. Waldron, traffic manager of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,596,440	2,576,490	1,683,485
Corn, bus....	41,232	272,586	154,519
Oats, bus....	336,073	325,605	322,243
Barley, bus..	245,814	336,741	223,255
Rye, bus....	214,786	0	102,857

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	2,257,388	2,286,000	1,780,350
Corn, bus....	3,120,000	4,113,200	2,146,830
Oats, bus....	1,939,190	2,584,000	2,029,340
Barley, bus..	83,200	75,200	26,190
Rye, bus....	23,100	40,700	29,090
Kaffir Corn, bus. ....	28,800	42,000	14,240
Hay, tons....	10,063	10,783	6,300
Flour, bbls..	343,520	366,350	452,020

SAN FRANCISCO—Reported by H. C. Bunker, chief inspector of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, tons..	4,188	4,844	.....
Corn, tons....	1,794	2,600	.....
Oats, tons....	1,086	889	.....
Barley, tons..	35,799	5,412	.....
Bran, tons....	421	812	.....
Beans, sacks.	40,358	56,664	.....
Hay, tons....	3,330	3,052	.....

SUPERIOR—Reported by E. W. Fiedler, chairman of Wisconsin Grain and Warehouse Commission:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,547,888	373,087	104,120
Bonded wheat, bus. ....	37,350	15,192	.....
Corn, bus....	4,494	774,887	.....
Bonded Oats, bus. ....	4,509	.....	.....
Bonded Barley, bus....	1,829	.....	.....
Bonded Rye, bus. ....	468	.....	.....
Oats, bus....	30,346	125,859	46,781
Rye, bus....	840,337	267,444	63,776
Barley, bus..	43,280	1,629	.....
Flax Seed, bus. ....	48,697	312,432	47,920

TOLEDO—Reported by Archibald Gassaway, secretary of the Produce Exchange:

Receipts		Shipments
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## NEWS LETTERS

## DULUTH

S. J. SCHULTE - - CORRESPONDENT

SO far as could be learned at this writing no vessel charters have as yet been made to move grain from the elevators here to Buffalo for export and eastern delivery. While it is known that the bulk of the rye held in the elevators has been already sold for export, its holders are feeling chary as regards tying themselves up for boat space, while the handling outlook is blue, for the first part of the lake shipping at least, elevator and shipping interests here are predicting the developing of an acute storage handling congestion during the spring. They are drawing attention to the way that supplies of all grains are piling up in the elevators here, with 18,000,000 bushels now in store and the probability that the movement from the country to the terminal markets will be in heavy volume during the next few weeks. Said an official of one of the shipping companies: "In my opinion the trade will be called upon to face one of the most difficult handling situations on record during the coming season. The elevators at Duluth and Fort William are likely to be plugged up as slow headway was made during the winter in reducing stocks in elevators and afloat at Buffalo and other lower lakes ports. It looks as if some holders of grain afloat will have heavy demurrage bills to pay after April 1 as it seems likely they will find it impossible to locate any elevator able to take in the grain before that time. Operators in this country have been up against it as regards finding export demand in any volume to relieve the strain. That accounts for tired holders having already taken their losses upon grain held in the East. Canada and Argentina are offering below us and it must be remembered that they will begin to cut wheat in Texas during May. Taken on the whole we are facing a situation where the grain trade will require to turn some corners to pull through."

Practically no changes were announced in the personnel of the management of Duluth grain commission and elevator houses during the last month.

Grain men are awaiting with some degree of anxiety, the decision of the United States Supreme Court in the futures trading case. Confidence is, however, generally felt regarding the outcome of the grain exchanges' fight against the effort made to throttle them and destroy their usefulness.

Progress is being made by the contractors in pushing work up on the foundations of the new 3,000,000-bushel Russell-Miller elevator plant to go up on Rice's Point here. Rumors are current that negotiations are under way for the purchase of another elevator site here. While no definite information could be obtained at this writing, it has been intimated that the principals have milling connections. The Barnett & Record Company, the general contractors, are pushing work upon the new elevator. It is expected to be ready to participate in the handling of grain by late next fall.

The International Elevator Company, of which W. J. McCabe of Duluth is president, had an elevator at Sweetgrass, Mont., destroyed by fire on February 28 with a loss of \$20,000, fully covered by insurance. It contained 18,000 bushels of wheat as well as other grains. No decision has as yet been reached regarding the rebuilding of the plant.

Officials of the Minnesota State Grain Inspection Department here commented upon the continued good grading of the Spring wheat and Durum being received on this market. It is regarded by them as remarkable that the grading of wheat left out in North Dakota and western Minnesota last fall without adequate protection from the weather has been so high. Advices are that farmers have succeeded in shipping practically all of that grain and the great bulk of it has been saved with only a normal deterioration.

Information received by grain commission men and elevators has led them to conclude that the acreage seeded to Spring wheat over the Northwest this season will not show any material falling off from normal years, in spite of the smaller amount of plow-

ing last fall and the unsatisfactory experience of farmers during the last two seasons. Grain men here claim that farmers appear to be getting a grip upon their affairs again, and that through their cutting down expenses and getting back to earth as regards speculative operations in land, they should be able to work up to their normal gait as producers this year.

As far as can be learned no space has as yet been chartered to move out grain from the elevators here to Buffalo at the opening of navigation. It is understood though that the Barnes-Ames Company and other interests here specializing in Durum have substantial quantities of it under contract for shipment for May delivery. It has been intimated they have negotiations on for considerable boat space, and generally speaking it is assumed that efforts will be made to get as much as possible out of the elevators here before May 1, when anything on hand will become liable for assessment for taxes.

An echo of the failure of William Grettum & Co., commission merchants at Duluth and Minneapolis was heard in the filing of a suit in the District Court at St. Paul against the Maryland Casualty Company to force it to meet its liability to the estate under surety bond for \$25,000. The suit was entered by the Ollie bank on its own account and for other grain shippers who held claims for more than \$30,000 against the commission house.

The grain trade here lost one of its former prominent figures in the death of Franklin Paine in California on February 28. He was identified with the trade here as an operator during the early history on this market, and was manager of the Duluth Board of Trade Clearing House Association for 23 years, retiring in 1919. He then moved to California, where he resided up to the time of his death. He was the father of Parker M. Paine, a member of the firm of Logan & Bryan, Chicago.

Managements of Duluth elevator and grain commission houses have been making a close canvass through correspondents, and their advices from over western Minnesota, North Dakota and Montana ground that ordinarily makes shipments to this market has led them to estimate that 33 per cent of last season's grain crops there remains in grower's hands.

In commenting upon the supplies situation, W. B. Joyce, manager of the VanDusen-Harrington Company's office here, expressed the opinion that a good movement might be looked for during the next two months and that consequently commission houses on this market should experience a more active spring season than is usually the case. He holds the view that dealers are comfortably situated by the reason of the great bulk of the wheat in store in the houses here having been already sold for export so that its holders are not dependent upon the vagaries of the export situation. It is assumed that grain will have right of way in transportation over stocks in eastern elevators and afloat down that way for which a market remains to be found.

While demand for coarse grains has been light during the last few weeks, R. M. White of the White Grain Company, declared himself to be an optimist as regards the outcome of operations of houses here during the coming summer and fall seasons, on account of the remarkable extension in the dairying industry in this territory. He asserted that the season coming to a close had been his house's best in the feed business in several years.

H. S. Newell of H. S. Newell & Co., and Benjamin Stockman, manager of the Duluth-Superior Milling Company, are spending vacations in California. They are expected to return at the end of this month.

W. C. Mitchell has been elected a member of the Duluth Board of Grain Appeals to fill the vacancy brought about through the election of W. J. McCabe to the Board of Trade directorate.

A favorable showing has been made in the movement of grain to this market so far this season. During the crop year from August 1 last to March 10, receipts of all grains at Duluth elevators aggregated 96,030,220 bushels against 71,149,257 bushels up to the same time last year. Wheat receipts accounted for 50,292,734 bushels against 41,726,256 bushels up to the same time last year. The next largest showing

was made in rye, receipts which reached 36,533,451 bushels against only 11,308,766 bushels up to the same time last year.

Some of the old-time shippers on this market are out with predictions that the first cargoes of grain for the new navigation season will clear from Duluth-Superior harbor on April 15 when insurance rates will become effective. Operators here are looking forward to an early opening of navigation on account the small amount of ice in the upper lakes. In well-informed quarters, it is thought that the opening rate on wheat from here for Buffalo delivery will be at around 2½ cents a bushel.

Trade in rye has shut up like a jackknife recently on account of the low prices that have been made in that grain. A good proportion of the rye that has been coming to the terminals here lately has been for storage, shippers being hopeful that better prices will be realized later. The trade here takes the view that the late break in the rye market were brought about largely through advices that Russia is shipping that grain into Germany.

## KANSAS CITY

B. S. BROWN - - CORRESPONDENT

AN AMENDMENT has been adopted by the Kansas City Board of Trade permitting local elevators to make an insurance charge of 40 cents per thousand bushels per month or fraction thereof on grain delivered on future contracts by issuance of regular warehouse receipts. This amendment has no connection with the regular rate of 25 cents a car charged by elevators to cover insurance on grain handled on direct transfers, and 40 cents per thousand bushels per month or fraction thereof on grain in storage. The latter charges are part of the regular schedule of rates for handling grain and are controlled by the State Warehouse Association.

The Ralston-Purina Company of St. Louis has purchased a site at Kansas City for its seventh Purina mill. Six acres just east of the Kelley Flour Mill and a short distance from the northeast power plant of the Kansas City Power & Light Company were bought for \$40,000. The old Acme Elevator on the site will be razed for the erection of the new \$300,000 stock food plant. The mill is on the Kansas City Southern and Missouri Pacific Railroads.

James N. Russell of the Russell Grain Company is on a month's vacation in southern California.

Lev. Fowler of the Leavenworth Fowler Grain Company died February 18, at the age of 59. He had been a member of the Kansas City Board of Trade for 25 years.

The new elevator of the Uhlman Grain Company, now under construction by the Missouri, Kansas & Texas Railroad Company, will be in operation April 1. The elevator will have a storage capacity of 1,000,000 bushels, and will cost approximately \$400,000. Offices were opened recently at Chicago and Kansas City. Paul Uhlmann, vice-president of the company, has charge of the Kansas City office. Fred Uhlmann, president, and Richard Uhlmann, will reside in Chicago.

Ingle Brothers of North Kansas City report a decline of about \$50 a ton in broom. With prices of the upper grades ranging from \$450 to \$500 a ton, many manufacturers ceased to operate and the demand played out. On the reduced price basis the orders were resumed. There is a big inducement for an increased acreage of broom corn in 1923. Last year's crop was short, and it is likely to be used up to the last pound by August.

In a letter to creditors of Dilts & Morgan, defunct grain firm of Kansas City, W. C. Goge, receiver, lists liabilities \$69,140 in excess of assets, the latter amounting to \$152,503. Some delay in straightening out the affairs of the concern was encountered as a result of the discovery, after the failure was announced at Kansas City, that the representative of the company at Wichita was short about \$33,000 as a



result of misappropriations. Against this there is included in the assets a surety bond of \$10,000. The two principals in the firm had \$62,989 invested in the Acme Limestone Company.

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A. J. Poor of the A. J. Poor Grain Company has been president of the Rosedale State Bank, Kansas City, Kan., for 20 years. The bank, which started with a capital stock of \$10,000, has increased its capital to \$40,000.

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D. F. Piazek, general manager of the Kansas City Milling Company, and formerly with the Barnes-Piazek Grain Company and U. S. Grain Corporation, has applied for membership in the Kansas City Board of Trade on a transfer from J. B. Nicholson, formerly treasurer of the company.

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C. W. Lonsdale of the Simonds-Shields-Lonsdale Grain Company has been proposed by the Kansas City Chamber of Commerce as a candidate for director of the Chamber of Commerce of the United States. The election of officers of the National chamber will be in New York next May.

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The half rate applicable on feed and certain grains from this territory to stations on the Santa Fe in New Mexico expired the last of February.

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E. L. Love, a member of the Board of Trade formerly with the Fuller Grain Company, will be with the Uhlmann Grain Company in the future.

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A shipment of 30 cars, about 40,000 bushels of wheat, left Wichita, Kan., February 25 for the Gulf as part of an export sale to Liverpool. The wheat was owned by the Kansas Wheat Growers' Association and their largest shipment made from that market.

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Ben L. Hargis, former president of the Kansas City Board of Trade, recently resigned as director of the Chamber of Commerce.

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Fred C. Vincent of the Simonds-Shields-Lonsdale Grain Company and Mrs. Vincent sailed recently for Rome. He will represent the Kansas City Chamber of Commerce at the International Chamber of Commerce conference in Rome, March 18-25. His participation in the conference will be incidental to a tour of Europe which will last until about May 1. Mr. Vincent formerly was president of the Kansas City Board of Trade.

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A bill before the Kansas legislature proposes to transfer the administration of feedstuff laws from the State Agricultural College at Manhattan to the State Board of Agriculture at Topeka. The arrangement is agreed to by both parties and no opposition is anticipated.

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The grain trade at Kansas City has taken a lively interest in the consolidation of railroads which the Interstate Commerce Commission has been directed to work out. The whole matter has naturally been one of considerable complexity and has been approached from many angles, with no broad opinions possible on the matter in its entirety. W. R. Scott, the Board of Trade's transportation commissioner, and J. T. Tedrow of the Chamber of Commerce were in Washington. C. W. Lonsdale of the Simonds-Shields-Lonsdale Grain Company was in charge of a committee working on the matter. Any merger or change in the present operations which would tend to lessen Kansas City's importance as a terminal market and as a warehouse center was opposed, naturally, by the grain men.

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Crop news has been the center of interest at Kansas City for several weeks, although advices from the Winter wheat belt have not always been the main factor in the market. As in other seasons there was a prolonged winter drought, a large area in western Kansas has not germinated and little is known of its powers to revive. At the start of the season the outlook admittedly is not promising, but plenty of moisture will probably bring much of it out, is the opinion which most of the men in the trade hold.

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Wheat receipts at Kansas City dropped off sharply last month,—3,007 cars, compared with 5,190 the preceding month and the February record of 5,658 cars established last year. The 10-year February average was exceeded slightly. Corn receipts were small, well under the movement a year ago and the 10-year average. Oats arrivals in February were a little above the average.

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Export demand for wheat has been dull at Kansas City for weeks, and dealers say prospects are poor for any decided improvement in the near future. At the Gulf ports substantial stocks have been on hand for months, New Orleans recently having about 4,000,000 bushels of unsold wheat. This wheat is under a replacement basis and is 2 to 5 cents under the Argentine basis. With the movement of Argentine wheat just getting well under way, the problem of how the Hard Winter wheat at the Gulf is to be disposed of is uncertain. Pressure of Argentine wheat is no;

the only discouraging feature. Large quantities of Canadian wheat are still awaiting buyers at the seaboard and as soon as this is marketed another big movement from the Head of the Lakes is expected to start.



BUFFALO'S stored grain is moving out very slowly and both the dealers and handlers, as well as the lake shipping interests, are watching developments, with interest that approaches anxiety. Some 16,000,000 bushels of grain are still stored in terminal elevators along the waterfront and approximately 7,000,000 bushels more were afloat in bottom storage in the harbor early this month. The elevators are practically full and can only unload ships as the grain in the bins is moved forward by rail to the East for foreign shipment. Unless the movement of outbound grain increases materially in the next few weeks, it will be impossible for many of the smaller houses to unload grain-storage ships in time for them to renew their operations early next month. During the early days of the month the grain movement to the East out of Buffalo was exceedingly slow. For some weeks past less than 600,000 bushels went to the seaboard in six business days. This is less than is often moved in a single day when activity is normal.

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The East Concord Milling Corporation has been incorporated under the laws of the State of New York with an authorized capitalization of \$30,000 to engage in the grain and milling industry. The directors include these Springfield men: Benjamin Luce, Alfred Trevett, Henry Wiser, W. P. Gentner and Burt Wiser; W. A. Reed of East Concord, and A. D. Spaulding of Springfield.

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The Huntley Manufacturing Company, of Silver Creek, N. Y., elected the following officers at its annual meeting held late last month; W. M. Buchholtz, president and treasurer; W. A. Chapman, vice president; A. B. Chapman, secretary; directors, W. M. Buchholtz, W. A. Chapman, A. B. Chapman, J. S. Francis and S. T. Sackett. The annual report submitted to the stockholders was very gratifying as the plant was in operation on full time throughout the year. The company has a large number of orders on hand for its line of Monitor equipment for elevators and mills and the outlook for 1923 was said to be exceptionally bright.

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Philip T. Dodge of New York was elected to the Board of Directors of the Shredded Wheat Company of Niagara Falls at the annual meeting of stockholders. This was the only change made in the personnel of the executive staff of the organization. The Canadian Shredded Wheat Company, and the Pacific Coast Shredded Wheat Company, were reported to be in strong condition. The consolidated balance sheet of the three companies for the year ending December 31 showed net income of \$1,523,557.80, total surplus of \$3,705,403.38, and net balance after declaration of dividends and charge-off to good will, of \$1,755,403.38.

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Edward Bangasser, dean of Buffalo newspapermen, an honorary member of the Buffalo Corn Exchange and a recognized authority on the grain and milling industry, died early this month. He was 67 years old. Death followed an operation for peritonitis after a week's illness. Mr. Bangasser had been associated with the Buffalo Commercial for 55 years and for many years had been its market editor. With his black sombrero hat, a black cape coat, stiff front shirt and black bow tie, Mr. Bangasser reflected very much the atmosphere of the old school of journalism. Honorary bearers at the funeral included these prominent members of the grain and milling fraternity of Buffalo, Riley D. Pratt, Daniel Newhall, John Rammacker, George P. Urban and Earl McConnell. The Buffalo Corn Exchange and the Buffalo Flour Club were represented at the funeral. For many years Mr. Bangasser published the official market circular and report of the grain committee of the Buffalo Corn Exchange. He also had the title of official statistical market man for the Corn Exchange. Mr. Bangasser was a writer for various grain and milling publications.

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The Island Warehouse Corporation, which is constructing an 8,000-barrel flour mill and owns and operates a grain elevator in Buffalo, is offering for public subscription through a syndicate of New York bankers \$2,000,000 in first mortgage 6 per cent 20-year sinking fund gold bonds. All of the property will be leased to the Pillsbury Flour Mills Company of Minneapolis. The Chase National Bank of New York city is acting as trustee. The bonds will be secured by a first mortgage on all fixed property now owned or hereafter acquired by the Island Warehouse Corporation, subject only to purchase money mort-

gages on property hereafter acquired. The lessor's interest in the lease of the flour mill will be assigned to the trustee under the mortgage. The Pillsbury Flour Mills Company has guaranteed completion of construction of the flour mill and upon such completion the tangible assets subject to the mortgage will be not less than \$3,500,000. The common stock of the Island Warehouse Corporation aggregating \$1,000,000 par value, has been subscribed and will be paid for at par prior to completion of the present financing.

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Fire which swept through the feed mill and bean warehouse of P. H. Miller & Sons at East Pembroke early this month, caused a loss estimated at more than \$75,000. The loss is partially covered by insurance. Volunteer firemen were unable to check the spread of the flames and firemen from Batavia were called. The mill was of frame construction, two stories high, 70x30 feet and had two wing extensions. Large quantities of oats, rye, corn and beans were destroyed in the blaze together with the milling equipment.

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W. F. Mahoney has been elected president of the General Milling Company, which has been organized by a group of Buffalo milling men to take over the business of the General Flour & Feed Company at 18-22 Letchworth street. The new company has been incorporated under the laws of the State of New York with an authorized capitalization of \$50,000 and will engage in the general feed business and will act as transfer elevator for the Michigan Central Railroad. The other officers of the new company include Edward L. O'Malley, secretary. W. S. Farrington, who was president of the General Flour & Feed Company, will be the active manager of the new corporation.

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Relative to loading and unloading records at lake ports last season, the annual report of William Livingstone, president of the Lake Carriers' Association, says that the steamer *John Dunn, Jr.*, succeeded in establishing a new record in unloading grain in Buffalo. On November 21, the ship carried 371,000 bushels of rye. She started unloading at 8:05 a. m. and the cargo was clean at 4:05 p. m. making the actual working time seven hours for two legs and six hours for one leg. This brought out an average from start to finish of 53,000 bushels an hour or 18,550 bushels per hour for one leg. This represents a large increase over the former record held by the steamship *Shenango* which unloaded 451,382 bushels of wheat in 15 hours.

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The Churchill Grain & Seed Company, Inc., a domestic stock corporation engaged in the grain and seed business in Buffalo, has filed a certificate of voluntary dissolution. All persons having claims against the corporation are directed to present them at 1330 Marine Trust Building, Buffalo.

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The H-O Cereal Company, Inc., of Buffalo, held its annual meeting of stockholders early this month and the following directors were elected for the next fiscal year; Franklin D. Locke, Edward McMills, Robert W. Pomeroy, Harry T. Ramsdell and Henry P. Werner.

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Buffalo grain and elevator interests are well represented on the 1923-4 committees announced by the new president of the Buffalo Chamber of Commerce. Among those chosen are included Edw. T. Douglas of the Douglas Agency, Inc., Rivers and Harbor Committee; George P. Urban of the Urban Milling Company, Aero Committee; Adam E. Cornelius of Boland & Cornelius, lake shipping, and others.

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The Buffalo flour market has been steady for some time past with few changes in quotations. Latest prices in the Buffalo market in ½ cotton sacks wholesale are, best patent, \$7.75; bakers patent, \$7.50; first clear, \$6.25; pastry, \$7.50; Graham, \$7; rye flour, white, \$6; rye flour, dark, \$5.75.

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There has been considerable inquiry for seeds in the Buffalo market during the last few weeks and dealers in this end of the state predict an active demand later this month. Rural dealers have placed substantial orders and the prices have been firm with a tendency toward higher levels. Latest quotations in the Buffalo market include Choice Timothy, \$3.25@ \$3.50; Clover, \$12@ \$13.20; Alsike, \$7.95@ \$10.75; Alfalfa, \$12@ \$13.20.

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An echo of the congestion in the Buffalo Harbor last fall, when grain carriers were delayed in having their cargoes discharged at terminal elevators, was heard with the filing of suit in Supreme Court by approximately 20 owners of lake vessels against elevator and grain interests in Buffalo, New York and abroad. Among the defendants are the Western Elevating Association, Townsend Ward Company, John J. Cunningham, Ralston-Purina Company, Armour Grain Company, William H. Mueller & Co., Henry W. Patrick, the Williamson Forwarding Company and various others. Demurrage charges totalling more than \$400,000 are sought. The court has been petitioned by many of the defendants to have the causes of action separated to facilitate the trials, as many of the defendants claim to have good defenses.

In answer to the claims of the plaintiffs in the



various law suits the defendants claim that they were unable to have the grain taken out of the holds of lake vessels because of the lack of cars and the general congestion that existed in the harbor during the months of October and November. Demurrage charges at the rate of \$1,000 a day are being sought by the vessel owners and some of the delays were as long as 16 days which means demurrage charges of \$16,000.

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Nisbet Grammer of the Eastern Grain Mill & Elevator Corporation, who has been abroad for the last month or six weeks, was scheduled to sail for home March 15. He will arrive in Buffalo later in the month. Mr. Grammer and a party of Buffalo shipping men have been inspecting the grain carriers being built in England and Scotland for the Buffalo-Montreal route next season. The boats will be delivered this summer.

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The market has remained firm for all kinds of millfeeds. There have been few price fluctuations in the last few weeks, latest prices quoted on the Corn Exchange being: Bran, per ton, \$36; standard middlings, \$36; flour middlings, \$39; Red dog, \$41.50; cornmeal coarse, per ton, \$38; cracked corn, \$37.50; hominy, white, \$36.50; hominy, yellow, \$35.50; gluten, \$48.50 and oilmeal, per ton, \$52.

ST. LOUIS  
S. F. LARRIMORE CORRESPONDENT

THE Missouri Pacific Railroad has completed all preliminary details connected with the erection of its projected \$2,000,000 grain elevator, and work on the structure will start at once. The elevator, which will have a capacity of 2,000,000 bushels will be erected in Carondelet at the foot of Primm street. With the railroad tracks which will serve it, the structure will occupy all of the space east of Van Buren street to the river front, and stretching from Davis street to Stein street, a distance of about half a mile. With a storage capacity of 2,000,000 bushels the elevator will be far larger than any similar structure in the vicinity of St. Louis. Its location on the river front will enable it to co-operate with barge lines on the Mississippi, and will make the loading of barges with grain very much easier than at present. A shortage of elevator capacity has been felt in St. Louis for some time.

The plant will be of reinforced concrete construction and the main building will be 300 feet long by 130 feet wide. This does not include the boiler house and drier buildings, which will add considerably to the length of the plant. The workhouse is to be 226 feet high and the bins 112 feet high. There will be 80 circular reinforced concrete bins each of about 16 feet in diameter, and the interstices between the bins will also be utilized for storage. The elevator tracks will have a capacity of about 250 cars and the plant can take care of 120 cars in an eight-hour day. All of the machinery will be driven by individual motors so that independent operations can be conducted for any part of the building without operating the entire plant. The elevator has been placed on the river front, so that it can handle not only grain for the railroads but also serve the ever-increasing river trade.

The main building will be connected by a marine chute with a loading device on a timber crib at the water's edge, so that barges can be loaded and unloaded. A small amount of dredging will have to be done to insure sufficient depth of water at all times when navigation is open. The United States controls the wharfage, so it was necessary to obtain the approval of the United States river engineers and also of the Government at Washington before the building could be erected on the site selected. As the elevator will be an assistance in utilizing the river for traffic, the Government readily granted its assent on condition that the terms laid down by it should be followed out.

The site, which is in South St. Louis, was selected because it was one of the few places along the river front where a solid rock foundation could be had and it was essential to secure such a foundation in order to construct so heavy a building. The Missouri Pacific owned part of the property there, but had to secure options on considerable additional land for the necessary track space. It will be necessary to close some city streets for the short distance from the river to Van Buren, which is the first street west of the Mississippi. City officials have approved this move, as the enterprise will mean so much to the commerce of the city, and there will be no need to use those streets after the elevator has been erected.

An idea of the size of the structure can be obtained from the fact that the contract awarded to the cement company calls for 37,500 barrels of cement and the contract for steel calls for 1,050 tons of reinforcing steel. Negotiations have also been closed for all motors required and the work of grading and excavating is to commence at once. Competitive bids have

been received and the complete contract for the erection of the new building will be let, it is expected, within a few days.

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Ward Smith, who was connected with the Hunter-Robinson Company, for four and a half years and with the J. H. Teasdale & Co., for three years, has started up in business for himself with offices in the Merchants' Exchange Building. Mr. Smith is very well known to the grain trade as a receiver and shipper of grain and he is starting his new business with the good wishes of every man on the floor.

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H. B. McCormick, who until recently was associated with the Parrott-Day Company for the past nine years, is now the local representative of the Union Starch & Refining Company, on the Exchange, with offices at 511 Merchants' Exchange Building.

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Mr. Ralph H. Baumgaertner, of W. J. Edwards & Co., and Miss Maude A. Mundy, were married on February 14. Mr. Baumgaertner has been in the grain business a number of years and was congratulated by every member of the local trade.

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Walker McMillan, eastern sales manager of the Kehlour Flour Mills Company, has returned from an extended trip through the East.

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Edward M. Flesh, formerly a vice-president of the United States Grain Corporation, and later with the Russian relief, who was formerly prominent in the grain business here but who now resides in New York City, was a visitor on the Exchange floor recently.

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The Board of Directors of the St. Louis Merchants' Exchange has authorized the purchase and cancellation of 20 certificates of membership or such number thereof as presented to the Board of Directors during the current year in the sum of \$250 dues unpaid, or on a basis of \$350, dues for 1923 paid in full as provided for under Section 18 on Rule XIII after said certificates have been posted on the Exchange floor for a period of at least 10 days and which have been approved for purchase and cancellation by the Board of Directors.

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The following visitors were on the floor of the St. Louis Merchants' Exchange recently: L. P. Gordon, St. Joseph, Mo.; John Stark, Kansas City, Mo.; J. L. Welsh, Omaha, Neb.; H. H. Wickham, Chicago, Ill.; C. T. Travis, Louisville, Ky.; and others.

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The Merchants' Exchange will open its baseball league early this season, as there is lots of rivalry on the 'Change. The first game will be played March 17 at Fairgrounds Park, and President Edwards will pitch the first ball. The team line-up will be as follows: Cash Grain Men, Art Schultz, Ed Fisher, C. Holweg, Geigel O. Wright, R. Baumgaertner, L. Schultz, Gundelfinger and Heidemen. Pit Men: Geo. Ichertz, H. Beckman, O'Connell, Knapp, Nauman, Forestel, Armbruster, Weinberg, S. Fisher. The Flour Team will be: P. Burg, Dryer, Geigel, Henry, Wilson, A. Imbs, Albrecht, Rump and Art Bernet.

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A. J. Versen, chief clerk of the Traffic Department of the St. Louis Merchants' Exchange, resigned on February 20 to become Traffic Manager for the Union Starch & Refining Company, Granite City, Ill. Mr. Versen was with the Exchange for nine years and has been chief clerk to Traffic Commissioner Rippin for the past four years. During the war he went to New York to handle traffic matters for the Grain Corporation at 42 Broadway. Nine years ago he started with the Merchants' Exchange as rate clerk, coming to the Exchange from the Missouri Pacific Railroad. As Traffic Manager for the Union Starch & Refining Company he will have complete charge of all matters pertaining to shipping of the products manufactured at Granite City. Mr. Versen is well known to the grain trade, and the Exchange is losing a good man by his resignation.

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The largest tonnage that has been hauled in a single tow from an initial port by the Mississippi-Warrior Barge Line moved south from the Cairo dock recently. The cargo included 8,000 tons of grain and 4,000 tons of miscellaneous freight collected at Cairo. The entire cargo of grain was sent to Cairo by rail from St. Louis, Omaha, St. Joseph, Kansas City, Sioux City and Minneapolis. It is expected that barge shipments will be begun from St. Louis again within a very few days, possibly.

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At Jefferson City the House Committee on Agriculture recently favorably reported the Maxey-Carey Bill, authorizing the organization of non-profit co-operative farm associations with power to buy and sell farm commodities, accept grain for storage, and to act as selling agent for its members. The bill expressly authorizes press and volume control agreement among those associations and exempts them from the provisions of the anti-trust act. The committee amended the bill by striking out a capital stock provision, which was objected to by representatives of the Missouri Farmers' Association upon the ground it might knock out the marketing facilities now operated by that organization. The favorable

report of this bill followed a harmony arrangement between the Missouri Farmers' Association and the Federation of Farm Bureaus, dealing with county agricultural farm extension work and appropriation of county and Federal funds to that end. Heretofore only the farm bureaus have been recognized in the expenditure of public moneys for county agents.

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The St. Louis Merchants' Exchange has been very active in the fight which has been waged to have canceled the War Department contract with Edward F. Goltra, by which he was entitled to possession and operation of a certain number of Government tows and barges. St. Louisans believe that all the available barges and towboats should be allotted to the Government service and not divided among several serving companies. The specific charge is that Mr. Goltra has failed to comply with the terms of the contract and put the barges to work. The press recently reported that the contract had been canceled, but an announcement was made later that the matter was not definitely decided and that the War Department order might be contested.

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Seven East Side farm bureaus are planning a special program for this year to make a particular study of crops, a report to be submitted after the crops are gathered. The plans were made at a conference at East St. Louis, Ill., recently. Madison County will attempt a new plan of marketing wheat, St. Clair County farmers will make a study of potato spraying. Hogging off corn and soy beans will be studied in Randolph County. Farm accounts will have special attention in Jersey County. Production of disease-free corn will be a specialty in Clinton County. Macoupin County farmers will make tests in soy beans and Sweet Clover and testing of oats will be carried on in Bond County.

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Public and private stocks in St. Louis elevators on February 28 were as follows: Public elevators: wheat, 656,898 bushels; corn, 942,334 bushels; oats, 560,535 bushels; rye 8,167 bushels, and barley 12,761 bushels. In private elevators there were 104,857 bushels of wheat; 30,933 bushels of corn; 67,314 bushels of oats, and 2,331 bushels of rye. Stocks of flour at St. Louis were as follows: March 1, 1923, 87,990 barrels; February 1, 1923, 77,900 barrels and March 1, 1922, 65,000 barrels.

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Nathaniel P. N. Piefer, 419 Merchants' Exchange, made application for membership in the Exchange, to be transferred from Wm. A. Bray. Wm. H. Wright, made application for membership to be transferred from Hugh Wright. Donald Danforth of the Ralston Purina Company, made application for membership to be transferred from Wm. C. Hilmer.

MILWAUKEE  
C. O. SKINROOD - CORRESPONDENT

GRAIN receipts at Milwaukee are increasing, according to the reports for the first week in March, the latest available figures. These indicate total offerings for the week of 961 car loads, compared with 966 car loads in the week previous, 797 car loads for the corresponding week a year ago and 777 cars for the corresponding week of 1921. In other words, grain receipts have been running from 150 carloads to 200 carloads per week ahead of the corresponding time in previous years. The receipts for the first week in March were made up of 148 carloads of barley, 455 carloads of corn, 232 cars of oats, 34 cars of wheat, 82 cars of rye, 3 cars of flax and 7 cars of miscellaneous. Offerings are still very largely in the form of oats and corn, with fair supplies of rye, wheat and barley.

Grain traders at Milwaukee are a unit in declaring that rather large supplies of grain are still left in the country and that this big stock of grain is likely to come to market within the next 30 to 60 days, if the conditions are at all favorable. There is every evidence that the country is ready to let go of the grain, that the prices in the ruling markets are satisfactory enough to warrant sales and that car shortage is the only influence from now on which is likely to retard shipments. The busy season of the farmers which will appear shortly is also mentioned as one of the factors which may delay marketing of grain to some extent just as soon as the season of outdoor activities begins in earnest.

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The supply of grain received at Superior, Wis., has begun to reach rather impressive totals. The elevators of that city received 51,470 car loads of grain in 1922, or about 70,000,000 bushels, according to the Wisconsin Grain and Warehouse Commission. Approximately, 65,000,000 bushels of grain were shipped from the Superior port in the same year, indicating relatively small home consumption and storage. The figures given are a large increase over 1921 when receipts amounted to 47,000,000 bushels in round numbers and the shipments were about 40,000,000 bushels.



Of the total amount of grain carried in Superior, some 30,445,000 bushels were domestic wheat and 1,-961,000 bushels consisted of bonded wheat. Rye was the second highest grain with 24,849,000 bushels of domestic grain and with about 97,000 bushels of bonded rye received. The jump in Superior grain receipts from 47,000,000 bushels in 1921 to 70,000,000 bushels in 1922, indicates a gain for a single year of approximately 50 per cent.

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Grain traders are complaining less of car shortage than they have for some time. Most of the handlers in fact have not any great objection to the service which is now being offered, although there are still isolated instances where cars are not available in proper numbers and especially some cars which are not in the state of repair that they should be for the transportation of grain.

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Shipments of grain according to the last weekly report, are still of large volume, the figures showing 551,000 bushels of oats in round numbers, 392,000 bushels of corn, 91,000 bushels of barley, 66,000 bushels of wheat and 74,000 bushels of rye, approximately. The total shipments for the week were 1,176,000 bushels as compared with 811,000 bushels for the preceding week and 935,000 bushels for the corresponding week a year ago. Shipments range from 15 to 20 per cent larger than a year ago as a general rule.

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Grain prices have been ruling at high levels for the most part, with the exception of rye which has been declining, largely because of the Russian supply and competition. No. 2 rye has been ruling, according to latest market quotations, around 81 cents a bushel. This compares with a range for the corresponding time a year ago of 99 cents to \$1 a bushel. The decline is 19 cents a bushel from last year, or almost 20 per cent.

No. 3 barley has been selling at 68 to 72 cents as compared with a range for the corresponding time a year ago of 69 to 73 cents. The barley market is therefore just a cent a bushel less than last year.

No. 3 White oats has been selling recently around 44 to 45 cents as compared with a ruling rate of 36 to 41 cents for the corresponding time a year ago. This represents an advance of about 4 cents a bushel over last year, or approximately 10 per cent higher.

No. 3 Yellow corn has been selling in recent days from 72 cents to a shade higher. This compares with a ruling rate a year ago of 56 to 57 cents. The advance over last year is 15 cents of from 25 to 30 per cent.

No. 1 Northern wheat has been quoted in recent days at \$1.22 to \$1.28 a bushel as compared with quotations of \$1.50 to \$1.60 for the corresponding time a year ago. The decline in wheat is about 20 per cent from a year ago.

Corn is apparently in the best position of all the grains, prices being fully 25 per cent better than a year ago for the corresponding date. Oats prices are ruling about 10 per cent better than last year at the Milwaukee market. Barley is just a trifle less than last year and rye and wheat are moving at quotations approximately 20 per cent under a year ago. The comparison however is with the relatively good prices for grain which ruled in the spring of 1922, so that the advances in oats and corn are correspondingly more significant because the basis of comparison is relatively high.

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The grain in store at Milwaukee at the opening of the month of March was 200,000 bushels of wheat in round numbers, 904,000 bushels of corn, 979,000 bushels of oats, 196,000 bushels of barley and 305,000 bushels of rye. This indicates a rather large supply than is customary shortly before the opening of navigation on the Great Lakes. The corn and oats totals are close to 1,000,000 bushels each, while the other three principal grains total about 700,000 bushels, making the grand total a little better than 2,500,000 bushels.

\* \* \*

Maynard G. Rankin, aged 61, one of the leading grain dealers at Milwaukee is dead. Death came suddenly to Mr. Rankin at his home in the Blackstone Apartments, although he had been in rather poor health for a number of months. Blindness had come upon him for a number of years and this condition had been getting worse so that at the time of his death he was almost totally blind. Despite this tremendous handicap and other ailments, Mr. Rankin was at his desk at the Chamber of Commerce daily, and in fact he transacted business as usual the day before his death.

Mr. Rankin was one of the older generation of Milwaukee grain dealers who had achieved wide prominence. He had held a number of offices in the Chamber, including a term on the Board of Directors and also as vice president. He was one of the oldest members of the Chamber, having come here from Fort Atkinson, Wis., in 1897. He joined the local board at once, so that he had been a member approximately 26 years.

A large family survived Mr. Rankin, a mother and sister, his wife, Mrs. Nellie C. Rankin, four daughters, who are Mrs. R. F. Schmitz, and Mrs. William Bender of Milwaukee; Mrs. C. Ledyard of San Jose, Calif., and Mrs. William Kellogg of Minneapolis. Then there were three sons, Allan of Chicago, Eugene and May-

nard Jr., who have been associated with their father in the grain business in Milwaukee. Mr. Rankin was buried at Lake Geneva, Wis., with services in charge of the Masons.

\* \* \*

The March rate of interest on advances has been fixed by the Finance Committee of the Milwaukee Chamber of Commerce at 6 per cent, which is the same rate as has prevailed for several months.

\* \* \*

The Interstate Commerce Commission at Washington has sent a notice to Milwaukee canceling the hearings which were proposed on a project to increase rates on grain and grain products from Milwaukee and surrounding points to Ohio River crossings. It was announced that the carriers have abandoned their plans to put into effect such increases.

\* \* \*

The Milwaukee flour mills, according to their last weekly report made 10,000 barrels of wheat flour as compared with only 800 barrels in the previous week and none last year. The output of rye flour was given as 500 barrels for last week, which compares with 1,000 barrels produced in the preceding week and 1,500 barrels for the corresponding week a year ago.

\* \* \*

H. E. Byram, president of the Chicago, Milwaukee and St. Paul road, has sent reports to Milwaukee indicating that the business on the road, including that in grain, is about 10 per cent better than a year ago and that the outlook is that such heavy traffic will continue for several months to come. The traffic is not so good as it was in January, but this tapering down of business after the rush was expected, he asserts. The grain trade will get a better supply of cars than it has for years, Mr. Byram adds, because the company has purchases of 5,000 freight cars, these having been delivered just recently and another order of 7,500 cars ordered last year will also be delivered by mid-summer. Since a large proportion of these are box cars, a better service for the grain interests is expected.

\* \* \*

The Wisconsin legislature is taking a keen interest in the grain business of state just as it is preparing to disturb business conditions in many lines through the activity of the Socialists and other groups in the membership. Some measures, however, that would be detrimental have been killed. By a unanimous vote of the assembly taxation committee, the Freehoff bill was recommended for indefinite postponement. This bill provided for reapportionment of the returns from the terminal tax on elevators in Wisconsin port cities. All revenue from this tax levy now goes to the cities, while the bill proposed to cut this down, allowing only 65 per cent of the total for the municipality.

According to this measure, if it had been approved, the City of Superior would have lost a large share of the \$207,000 now collected, Milwaukee would lose a part of the \$66,000 now collected, while Ashland was affected with \$84,000 of collections, Manitowoc with \$11,000 collected, and Sheboygan with almost \$5,000 collected. The argument is that since these cities provide the fire and police protection for these terminals, they are entitled to the tax returns.

\* \* \*

A bill that would permit grain elevators or warehouses anywhere in the State of Wisconsin, except in cities in Class 1, which means Milwaukee, to become public warehouses upon request to the Grain and Warehouse Commission, has been introduced in the Wisconsin legislature. The bill also contains other features which are of especial interest to the grain trade. One provision is for an increase in the salary of the three members of the Commission, from \$2,400 yearly to \$3,600 and to increase the commission's general fund from \$25,000 to \$50,000. Further amendments would repeal the fixing of fees by the Commission for weighing and inspecting grain and accept as the commission, grades, weights and measures, any that may be established by the United States Secretary of Agriculture.

\* \* \*

Exhibitions of pedigree strains of Wisconsin Experiment Station grains, both in sheaf and threshed grain, were held by the Agronomy Department of the Wisconsin College of Agriculture during the winter farm festival held in Madison in the last week of February. Among the oats exhibits were pedigrees 1, 5, 7, and 19, Wisconsin barley No. 7, wheat pedigree No. 2, and corn pedigrees No. 7, 8, 12, 13 and 25. Exhibits of all kinds of grass seed were also a feature of the farm festival.

\* \* \*

The Chamber of Commerce has made some changes in its rules regarding the grading of No. 3 rye. Under the former rule, No. 3 rye included inferior rye not unsound but from any other cause not good enough for No. 2 and weighing not less than 53 pounds to the bushel. The supervisors of grain inspection and weighing not less than 53 pounds to the bushel. The supervisors of grain inspection and weighing some time ago determined that the No. 3 rye might contain not in excess of 2 per cent of other kinds of grain and 3 per cent of foreign matter. The Board of Directors of the Chamber of Commerce has now put into official effect the rule which had previously been invoked by the supervisors of grain inspection and weighing and henceforth the No. 3 rye will be graded

as follows: "It shall include inferior rye, not unsound, but from any other cause not good enough for No. 2 and shall contain not more than 2 per cent of other grains and 3 per cent of foreign matter and weigh not less than 53 pounds to the measured bushel."

\* \* \*

A case decided by the Board of Arbitration of the Milwaukee Chamber of Commerce, has aroused considerable interest. This case involved a broker who had negotiated a sale of 50,000 bushels of malt from a malting company to a manufacturer. The commission fixed was 1 cent a bushel and the trade was confirmed by both parties, but after two cars had been shipped the manufacturer who had bought the malt got into financial difficulty and the rest was not shipped. The maltster contended that it was the practice to pay brokerage only on the malt which had actually been delivered. The broker claimed the entire \$500 as commission, of which only \$63.19 had been paid. The Board of Arbitration held that the broker had performed the service of selling and was entitled to the commission in full. If the parties do not complete the contract, this was held no fault of the broker. The maltster was directed to pay the commission in full and also to pay the added costs of \$18, or a total sum of \$454.81.

\* \* \*

Receipts of hay recently at the Milwaukee market have been just large enough to keep the trade well supplied. Any increase in offerings is expected to bring lower prices. The demand is still reported as very active for high grade Timothy, but the low grades are found to be very slow sale. Any grade below a good No. 2 is a drug on the market. The demand for Clover and Clover Mixed is reported as dead. The shipping trade is very light but an improved demand is expected within a few days. Timothy is quoted at \$13 to \$16 a ton and No. 2 Clover Mixed \$12.50 to \$13.

\* \* \*

Malting men are taking a keen interest in the newest prohibition fight in Milwaukee which would put a ban on the selling of materials for making beer in the home. J. W. Mason, secretary of the Milwaukee Malt Exchange, at an open meeting of the members declared that the malt dealers are not bootleggers, but are engaged in a perfectly legitimate business. He said that malt sirup is a home commodity which is sold for the making of non-intoxicating beverages and for other uses in the household. If it is used in the making of intoxicants, Mr. Mason declared that the maltsters did not know it because none of it was being delivered to saloons. Mr. Mason referred to the Grand Rapids, Mich. case in which two malt dealers were convicted of conspiracy and said it should not reflect on other honest dealers. These two men were convicted of printing and distributing recipes with malt which, if followed, would make a beverage with more than 4 per cent of alcohol.

There is no evidence, Mr. Mason stated, that such sales of malt sirup in Milwaukee have violated any law. He insisted that if these dealers found any malt being sold to moonshiners, or those who would use it illegally, they would help the Federal officers to prosecute the case and get a conviction if possible.

\* \* \*

A movement has been started by the Milwaukee chapter of the American Association of Engineers which will be of direct importance to the Milwaukee grain trade. This plan is to co-ordinate lake and rail terminals of the city's big harbor project on Jones Island. The Public Relations Committee of the chapter has written a letter to the Harbor Commission asking that special committee of all the various interests involved be named to study the plan and prepare a drawing to unify lake and rail terminals.

The Harbor Commission is in favor of the project as outlined by the engineers and will urge that such a committee be formed to study the co-ordinated terminal question. This committee would be named by the engineers and would include one representative of the engineers' society, one from the harbor commission, one from each of the two railroads in Milwaukee, one from the state railroad commission and one each from the Association of Commerce and the Chamber of Commerce.

The Harbor Commission also went on record against having a metropolitan district board take over the harbor works. The plan had been recommended by the mayor and some officials to relieve the city from the financing of the harbor because of the heavy debts of the city. W. G. Bruce said that if such a district were created the city would lose control of the harbor and its revenues, the city would lose about \$2,000,000 already spent on the harbor and that it would be difficult to get the right men to serve on such a district harbor board. The result will be, it is expected that the city Harbor Commission will continue.

\* \* \*

The feed market in Milwaukee is reported as very dull although prices are strong due to the small supply now being turned out by the flour mills. The demand for flour is reported so light that mills are run only a fraction of capacity and that, of course, means only a small feed production at the same time. Dairy districts of Wisconsin are buying less mill feed this spring than usual despite the good prices received for milk. In fact the small supply and not the big demand is apparently keeping up the price of mill stuffs.



## CINCINNATI

HARRY A. KENNY - CORRESPONDENT

**A**FTER 17 years with the Cincinnati Grain & Hay Exchange, George W. Munson, chief inspector has resigned. Grain trade friends regret the resignation of Mr. Munson, known for his geniality and sense of thorough justice toward all with whom he came in contact. His ability as an inspector marked him as a genius in that line of work and under his direction the grain inspection department of the Exchange became one of the most important in the country. His resignation was regretfully accepted by the Board of Directors and he leaves the Exchange with the best wishes and kindest feeling of its officers and members. As a token of esteem the organization presented Mr. Munson with a check and an honorary ticket of admission to the trading floor. Before entering the service of the Cincinnati Grain & Hay Exchange, Mr. Munson was for 15 years a member of the flour and grain firm of Allen & Munson. At one time he was flour inspector of the Cincinnati Chamber of Commerce.

J. A. Hallem, formerly in charge of the Cincinnati Grain and Hay Exchange Inspection Department Branch at Lawrenceburg, Ind., and assistant chief at Cincinnati since last September, has succeeded Mr. Munson. Mr. Hallam has had many years of experience as a grain inspector which will enable him to maintain the unexcelled position which the inspection department of the Exchange occupies among the trade in general.

\* \* \*

Henry W. Brown & Co., are now broadcasting at 3 p.m. each day the Cincinnati cash grain and hay prices and the closing quotations of the Chicago market through the courtesy of the Crosley Radio Company. During the past two months many radio sets have been installed throughout the territory tributary to this market by farmers, country millers, shippers and elevator companies. The markets are also broadcasted at 11 a.m. and 1 p.m.

\* \* \*

Among the visitors on the trading floor of the Cincinnati Grain & Hay Exchange during the past month was G. A. Collier, Investigator on Hay Marketing Department of Agriculture, Bureau of Agricultural Economics. At the request of President John DeMolet the visitor addressed the members at an informal gathering on the subject of Federal Hay Inspection. Mr. Collier explained fully the plan and scope of the work of the Department and pointed out that by co-operation the Federal Inspection of hay would prove mutually advantageous to all factors.

\* \* \*

Clarence A. Russell, formerly with the J. F. Costello Grain Company, and Murray Eisfelder of the Fairmount Elevator & Warehouse Company, recently acquired by the Early & Daniel Company, have renewed their memberships in the Cincinnati Grain & Hay Exchange.

\* \* \*

Monroe Izor, flour commission merchant and for many years flour inspector of the Chamber of Commerce, has been appointed sales agent for the Strausky Vaporizer & DeCarbonizer Company in the states of Ohio, Indiana and Kentucky. Mr. Izor will continue in the flour business.

\* \* \*

Henry Brouse, vice-president of the Perin-Brouse-Skidmore Grain & Milling Company has been in the East for the past two weeks' in the interest of the company's business.

\* \* \*

Stocks of grain in first hands at Cincinnati, March 10 are as follows: wheat, 72,494 bushels; corn, 285,242 bushels; oats, 75,787 bushels and rye 4,529 bushels.

\* \* \*

C. Edward Richter of the Richter Grain Company has been elected a director of the College Hill Booster's Club.

\* \* \*

The absorption of the A. C. Gale Grain Company and the Fairmount Elevator & Warehouse Company, by the Early & Daniel Company, was ratified at a meeting of the stockholders of the latter organization last month. Details of the merger were set forth in the February issue of this journal. Maurice Freiberg and Murray Eisfelder, principal stockholders in the A. C. Gale Company and the elevator concern, and Ervin Westheimer, broker, were added to the directorate which has been increased from five to seven members. The other members are H. Lee Early, Robert L. Early Mrs. Mary Daniel and E. B. Terrill.

The stockholders authorized the issuance of 4,000 shares of preferred stock of the par value of \$100 each and 20,000 shares of no par common stock. The capitalization of the company will be increased from \$250,000 to \$400,000 to cover the stock increase. It was announced that the elevator of the Fairmount Elevator & Warehouse Company which the Early & Daniel Company acquires through the transaction,

will be remodeled and additions built to give it a storage capacity of 1,000,000 bushels of grain. Lee Early, president, said, that when these improvements are made the elevator in all probability will be operated under the United States Warehouse Act, which provides for the inspection, grading and weighing of grain by a licensed warehouseman.

Murray Eisfelder, former president of the Fairmount Elevator & Warehouse Company has acquired W. A. Daniel's interest in the W. A. Daniel Company, grain and stock brokers, with offices in the Ingalls Building. Mr. Daniel and Paul Van Leunen, prominently identified in grain and stock circles for many years, organized the W. A. Daniel Company more than a year ago. With Mr. Daniel's passing from the company it will be re-organized and the firm name changed to the Van Leunen-Reynolds Company. J. B. Reynolds, who has been associated with the Daniel Company becomes a partner through Mr. Eisfelder's entrance in the business. Although Mr. Eisfelder's name was not included in the title of the company he will take an active interest in the administration of the business, he said. Prior to his entrance in the brokerage business, Mr. Daniel was for many years connected with the Mutual Commission Company, hay shippers. The new brokerage firm will conduct its business in the present offices and have memberships in both the Cincinnati Stock Exchange and the Chicago Board of Trade. It will deal in stocks, bonds and grains and will assist in the underwriting of various securities.

## LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

**T**HE elevator and grain trade reports very fair business as a whole, and appears to be quite well satisfied with volume along with outlook. Heavy feeding of hogs this year has resulted in good demand, while livestock raising has been generally active, and there has been good dairy demand. The seeding season is close at hand and will call for some stock. Corn and oats demand is fair and daily movements through local elevators good. Wheat is moving from long storage to the wheat mills which are beginning to dig into their surplus stocks.

Movement of hay has been slow due to the shortage of cars in rural districts, and the fact that there hasn't been much river movement, along with extremely soft roads which have held back the farmers. Demand is fair and prices firm.

Feed demand has been excellent and prices have been strong, it being alleged that mill's have been in need of flour orders, and haven't been producing much feed. However, that argument is not borne out in mill reports, which indicate very fair grinding throughout the southeastern district in February, and it looks like it is a case of fair supply as against a very heavy demand. In fact some mills are making their feed move their flour, and arguing for mixed cars of flour and feed.

The Kentucky Public Elevator Company reported daily movement as better, averaging around 12 to 15 cars in and out of the plant, while stocks on hand are around 340,000 bushels, divided, 161,000 wheat; 164,000 corn; 12,000 oats and the rest in rye. About 100,000 of wheat is on long storage, but storage stocks of wheat are being steadily reduced as mills move wheat from public storage to their own elevators.

Edinger & Co., according to O. W. Edinger, have been meeting with a very fair demand for manufactured feeds, mill feeds, poultry feeds, etc., while corn and oats as well as hay have been moving quite well. Mr. Edinger is of the opinion that a good spring business is in sight.

Local quotations show No. 2 corn at 79@80 cents according to color, White being a little stiffer, while No. 3 grade is only a half cent lower. Oats are quoted at around 49½ for No. 3; and 50½@51 for No. 2. Hay quotations show No. 1 Timothy, \$19; No. 2, \$18; Mixed Timothy and Clover, No. 1, \$18; No. 2, \$15; Clover, No. 1, \$17; No. 2, \$15; wheat and oat straw, \$12; rye straw, \$14. Feed prices are quoted at \$36 a ton sacked and packed by most houses for either bran, middlings or mixed feed, although some quotations run \$37 and \$38. Cracked corn is \$35 and hominy feed, \$36, the corn and wheat feeds being well bunched in price.

\* \* \*

David S. Green, surviving member of the old grain and brokerage house of John W. and D. S. Green, died at his home in Louisville a few days ago, following 50 years of activity in the financial district of the city. About five years ago John W. Green died and since that time David S. Green has been with the house of J. J. B. Hillard & Son. Mr. Green was 83 years old.

\* \* \*

River transportation is coming back rapidly and there is more boat building on the Ohio today and more projects in sight than at any previous time in many years. Some fine passenger and packet boats are being built. Some new transportation companies

formed. Coal companies are re-entering the game. The Standard Oil Company interests are building some equipment for oil-towing. Terminals are being built here for transferring water to rail shipments, at Louisville. The time may come when there will be some riverside elevators here, with connections for handling grain by either rail or water. For years there has been grain moved to Louisville sacked, but no movement for handling bulk grain has at any time been considered.

\* \* \*

One of the most interesting developments of the month in Louisville was resumption of operations in the fine plant of the Wathen Milling Company, which has been taken over under a three-year lease by the American Hominy Company, Chicago, which plans to operate the plant 24 hours a day, making a general line of corn products, including hominy, grits, meal, feed, corn flour and oil. The company arranged the lease on a three-year basis with privilege of buying at the end of that time if conditions warranted, and the location of the mill proved satisfactory to the operators. This plant was built during the days of wheatless bread of the war, when there was a heavy demand for corn products. Shortly after it started operating demand fell off, and finally the plant was closed down and has been down for a long time. The Wathen Milling Company, was composed of R. E. Wathen, president; J. B. Wathen, Jr., vice-president; and O. H. Wathen, secretary-treasurer. Tom Chivington, former president of the American Association and now secretary of the American Corn Millers Federation, was an official of the company at the time of its activity.

The Wathen plant is a six-story steel and concrete structure, with an elevator capacity of 300,000 bushels, and fully fireproof. It is claimed that 85 per cent of the working space is glassed in, making it one of the daylight plants of the country. The plant and machinery is said to have cost around \$600,000. G. A. Chapman, of Indianapolis, president of the American Hominy Company, while in Louisville stated that it was planned to produce 12,000 bushels of product daily here.

\* \* \*

During a period of 11 years the safe at the feed and grain store of William F. Hess, 1234 West Broadway, has been robbed 10 times, or at least battered up. A few days ago the office was again visited, and the combination broken. Hess has decided that a safe is only good to keep books in, and has had a sign printed, stating that the safe is not locked and that there is nothing in it. This sign will be hung on the door of the safe under an electric light hereafter. However, careless yeggs have been known to twirl a combination before discovering that a safe is unlocked, although a few smart ones generally try the safe first, in hopes that some one has been careless.

\* \* \*

Fire on February 22, caused a loss of \$20,000 to the elevator, mills and buildings of the Sebree Roller Mills, at Sebree, Ky., including 4,500 bushels of wheat and 200 bushels of corn. The main building was erected in 1878 and the elevator about 20 years ago. The property was owned by J. J. Korb and Henry Powell, the former having been with the company for 26 years. The loss was partly covered. It has not been decided whether to rebuild or not.

## NEW YORK

G. K. TRAFTON - CORRESPONDENT

**A**CHANGE of great interest to the local trade developed here early this month. R. C. Cromwell, who was among the visitors on the Exchange, announced while here that he has made a connection with Lamson Bros. & Co., of Chicago and New York, to take care of their statistical and crop investigating department. Mr. Cromwell filled a similar position with E. W. Wagner & Co., and after their failure went with the Peavey Company of Minneapolis.

\* \* \*

John H. Zinner is no longer connected with Wm. H. Muller & Co., Inc., grain merchants.

\* \* \*

H. L. Bodman of Milmine, Bodman & Co., Inc., the old and well-known grain receiving and exporting house, was back on 'Change early this month after spending a month with Mrs. Bodman in Bermuda where they had a highly pleasing trip.

\* \* \*

K. J. Bartsch has resigned his position with the Chesapeake Export Company, according to a notice on the Produce Exchange bulletin boards.

\* \* \*

Robert G. Brandt of the grain brokerage and commission firm of Dennis, Brandt & Co., New York and Baltimore, was warmly welcomed by his many friends on the Produce Exchange upon his return after an absence of two weeks which he spent in Bermuda. He had a fine rest and looked greatly improved.



During his trip the firm's affairs here were looked after by A. R. and Murdoch Dennis, who are also members of the Produce Exchange, although they generally remain in their home town, Baltimore.

\* \* \*

Richard D. Patton of the Ansted & Burk Company, millers of Springfield, Ohio, is an applicant for membership in the New York Produce Exchange.

\* \* \*

The Board of Managers of the New York Produce Exchange have admitted the following applicants to membership: Charles O. Kroncke of Milmine, Bodman & Co., Inc., grain merchants; Charles I. Rini of the Parker Commission Company, grain; Louis J. Weitzman of the Weitzman Milling Company, Chicago; Romolo Angelone of the Italian Government Commission.

\* \* \*

Martin B. Jones of M. B. Jones & Co., grain merchants, recently returned to his post on the Produce Exchange and was warmly welcomed and heartily congratulated by his many old friends because of his improved appearance as a result of his six weeks trip to Florida and Cuba with Mrs. Jones. While in Cuba he met Thomas Blake, head of the grain firm of Blake, Dobbs & Co., and Charles Schaeffer, hay, grain and feed distributor of Brooklyn.

\* \* \*

Geo. S. B. Worthen, a veteran of the local flour trade, has passed away, aged 82. Mr. Worthen had been active in the flour market nearly all his life and was long noted as a distributor of prepared flour.

\* \* \*

Among the visitors in the local grain market the past month were the following members of the Chicago trade: C. L. Bryant, of Stein, Alstrin & Co.; Frank G. Coe, manager in Chicago of Parker & Graff; T. E. Cunningham, of Harris, Winthrop & Co.; Gardner Van Ness, John H. Jones and Barnett Faroll, of Faroll Bros.



ACCORDING to the monthly statistics of the Commercial Exchange, the stock of grain in public warehouses in Philadelphia on March 1, was: 2,027,632 bushels wheat, 221,049 bushels corn, 885,955 bushels oats, 39,457 bushels rye and 4,360 bushels barley, compared with 1,511,906 bushels wheat, 657,253 bushels corn, 719,878 bushels oats, 15,179 bushels rye and 1,667 bushels barley on February 1 and 1,886,597 bushels wheat, 759,789 bushels corn, 233,097 bushels oats, 54,756 bushels rye and 3,708 bushels barley on March 1, 1922. Receipts of grain at Philadelphia during the month of February, 1923, were: 3,955,739 bushels wheat, 1,660,008 bushels corn; 261,998 bushels oats, 43,298 bushels rye and 4,439 bushels barley. Exports from this port during the month of February, 1923, were: 3,262,915 bushels wheat, 1,504,813 bushels corn, 2,035 bushels oats, 17,143 bushels rye and 1,746 bushels barley.

\* \* \*

A new membership in the Commercial Exchange has been petitioned for during the past month by Joseph P. Rodgers.

\* \* \*

Ambrose B. Clemmer, secretary of the Commercial Exchange, has returned to his office after being confined to his home with a bad cold for nearly a week.

\* \* \*

Adam D. Bahmer, hay merchant, with offices in the Bourse, has returned to his business, having been compelled to remain home for several weeks on account of a sprained ankle.

\* \* \*

The new elevator of Franklin Miller & Son, which takes the place of the one burned about a year ago, has been completed at Wayncastle, Pa.

\* \* \*

Frazer K. Pettus, representing the Omaha Flour Mills Company, Samuel H. Young of S. H. Young & Co. and Frank M. Turnbull have been elected to membership in the Flour Club of Philadelphia.

\* \* \*

C. Herbert Bell, former president of the Commercial Exchange, and of the flour firm of Samuel Bell & Sons, has been appointed a member of the Industrial Committee of the Philadelphia Chamber of Commerce.

\* \* \*

The estate of E. A. & J. L. Pennock, grain, feed and hay merchants at Chatham, Pa., has been purchased by J. L. Pennock, head of the grain firm of J. L. Pennock & Co. of Avondale, Pa.

\* \* \*

H. B. Cassel & Son, grain, feed and hay merchants, has been elected to membership in the Commercial Exchange.

\* \* \*

At the annual election of the Flour Club of Philadelphia, recently held, the following officers and directors were elected for the coming year: Hubert J. Horan, president; Thomas K. Sharpless, vice-presi-

dent; William McAleer Jr., treasurer, and E. P. Mitchell, secretary; directors were: C. Herbert Bell, J. W. Craig, Samuel E. Millenson, Roy L. Purchase and Armon D. Acheson.

\* \* \*

G. Percy Lemont, head of the grain, flour and feed firm of E. K. Lemont & Son in the Bourse, has arrived home with his wife and daughter from Pinehurst, N. C., where they have been since the latter part of December.

\* \* \*

M. H. Goldberg and Jacob Sokol, trading as Goldberg & Sokol, hay and feed dealers of Pittsburgh, Pa., have dissolved partnership, with Mr. Sokol retiring, but Mr. Goldberg will continue the business.

\* \* \*

George E. Fuller of the Fuller Grain Company and John I. Logan of the Industrial Appliance Company, both of Chicago, Ill., visited on the floor of the Commercial Exchange during the past month.

\* \* \*

Martin F. Thatcher, inventor of a feed mixing and grinding machine and formerly of the Utility Feed Company of York, Pa., is now connected with the Community Feed Mills Company, who have rented an old warehouse building in Nashville, Pa., where they will start a feed grinding business.

\* \* \*

G. G. Jones, having been out of the milling business for some time, is now in the feed business trading under the name of the York Grain & Feed Company. Fred F. Roberts has been appointed salesman. The new company will handle flour, grain, feed and coal.

\* \* \*

On March 3 the entire plant of the Irwin Flour & Feed Company at Irwin, Pa., was destroyed by fire with a loss entailing \$100,000. R. F. Altman is the owner of the plant. The fire began in the rear of the plant and the whole structure was demolished before the firemen could be summoned.

\* \* \*

S. Holst-Knudsen, grain importer of Copenhagen, Denmark, is now touring this country and paid a visit to members of the grain trade in Philadelphia about a week ago.

\* \* \*

Among the southwestern visitors on the Commercial Exchange floor during the past month were J. H. Kirk, representing the Ismert-Hincke Milling Company of Kansas City, Mo.; Fred C. Vincent, vice-president of the Simonds-Shields-Lonsdale Grain Company of Kansas City, Mo.; J. H. Salley, secretary and general manager of the Vickers Grain & Seed Company, Liberal, Kan., and Charles L. Roos, manager of the Hunter Milling Company, Wellington, Kan.

\* \* \*

A Pennsylvania charter has been granted the Duncott Store Company, Inc., at Pine Hill, Pa., to sell flour, etc., with a capital of \$5,000. The incorporators are Edward Lucas, Frederick Morrison and Roland S. Eisler.

\* \* \*

The number of cars unloaded during February, 1923 at the Girard Point Elevator was 1,538 wheat, 649 corn, 32 oats and 3 rye; at the Port Richmond Elevator, 867 wheat, 123 corn, 36 oats, 32 rye and 1 barley; at the Twentieth Street Elevator, 9 corn, 75 oats, 2 barley and 1 Kafir-corn.

\* \* \*

McCormick Bros. Company of Waynesboro, Pa., have been granted a charter under the laws of Pennsylvania to engage in the erection, maintenance and operation of grain elevators and storage houses. The capital is \$20,000 and the incorporators are Robert C. and Charles L. McCormick and C. F. Willy.

\* \* \*

A new \$2,000,000 food emporium has been opened in the business section of Pittsburgh, Pa. by P. J. Donahoe, president of Donahoe's, Inc., which firm operates chain grocery-bakeries throughout the western part of the state.

\* \* \*

James A. Stone, Jr., aged 49 years, died February 18. Mr. Stone was connected, together with his brother, with the flour firm of James A. Stone Sons, which firm retired about a year ago, and who were members of the Commercial Exchange since 1873. He is survived by his widow and brother.

\* \* \*

The foreign trade bureau of the Philadelphia Chamber of Commerce has been asked by Herbert Hoover, head of the European relief work, for information as to port and terminal regulations and local tariffs and the storage rules and port regulations for the use of his organization in shipping supplies abroad through the port of Philadelphia.

\* \* \*

John Sentner, aged 72 years, died recently at his home in this city. He was well known in the feed and grain trade and devoted much time to humane work, having been vice-president of the Society for the Prevention of Cruelty to Animals. A widow and three daughters survive him.

\* \* \*

Among the northwestern visitors on 'Change during the month were: Reed Jones, representing the Fisher Milling Company, Seattle, Wash.; A. M. Conners, representing the Maney Milling Company, Omaha, Neb.; A. T. Hummer, representing Charles A.

Krause Milling Company, Milwaukee, Wis.; F. C. Meyers, representing Wisconsin Milling Company, Menomonie, Wis.; LeRoy D. Godfrey, president Godfrey Grain Company, Minneapolis; J. F. Armstrong, sales manager Eagle Roller Mill Company, New Ulm, and A. Laird Goodman, representing Duluth Universal Milling Company, Duluth, Minn.

\* \* \*

The average high and low closing prices of cash grain at Philadelphia during the month of February, 1923, was as follows: Wheat; No. 2 Red, for export, \$1.30½@1.38; corn; No. 2 mixed, for export, \$0.84@.87; oats, No. 2 White, natural, for domestic, \$0.54@.55½.

\* \* \*

At the annual meeting of the stockholders of the Merchants Warehouse Company, held in the Bourse Building, the following directors were elected: Harvey C. Miller, Samuel Bell, Jr., J. B. Hutchinson and S. Townsend Zook; all to serve one year. At a subsequent meeting of the directors the following officers were appointed: Harvey C. Miller, president; Samuel Bell Jr., vice-president; George M. Richardson, treasurer and general superintendent; S. Townsend Zook, secretary.

\* \* \*

The grain and feed warehouse of S. K. Chambers & Bro. of West Grove, Pa., which is located at Elkview, Pa. has been sold to Howard F. Brown and the West Grove, Pa., warehouse to Shortlidge Bros. of Lincoln University, Pa. all of which will take effect this spring. Their business was established in 1868 and John J. Chamber is the only remaining member and he still retains one warehouse which is located at Thompson, Del.

\* \* \*

J. O. Clark, state senator, has introduced a bill at the capitol at Harrisburg, providing for the reduction of the registration fee for feedstuffs from \$25 to \$1. The present law required all feeds (except whole grains, the unmixed meals made directly from whole grains and mixtures of whole grains, which do not have distinct brand or trade names), to be registered for each calendar year and that a fee of \$25 for each brand registered be charged.

\* \* \*

A committee, consisting of Wm. B. Stites, chairman, D. J. Murphy, Hubert J. Horan, Edward Rice, Jr., and David H. White, representing the Commercial Exchange, left Philadelphia on March 10 to go to Montreal, Canada, to inspect grain elevator facilities and bring back valuable information in connection with the construction of a new elevator which will be erected at Port Richmond by the Philadelphia & Reading Railway Company and for proposed changes in the Pennsylvania Railroad Elevator at Girard Point. The committee will later go to Norfolk, Va., to gather additional information.

\* \* \*

According to the first report of the year of the Department of Agriculture, the stock of wheat on farms in Pennsylvania March 1 was 6,361,000 bushels, compared with 5,962,000 bushels a month ago and 7,945,000 bushels a year ago. The stock of corn on March 1 was 29,761,000 bushels, compared with 32,034,000 bushels a month ago and 30,109,000 bushels a year ago. The stock of oats on March 1 was 16,909,000 bushels, compared with 14,466,000 bushels a month ago and 21,707,000 bushels a year ago. The percentage of the crop of wheat shipped out of the county where grown during 1922 was 42 per cent, compared with 38 per cent in 1921 and 37 per cent in 1920. The percentage of the crop of corn shipped out of the county where grown during 1922 was 87 per cent, compared with 90 per cent in 1921 and 85 per cent in 1920. The percentage of the crop of oats shipped out of the county where grown during 1922 was 7 per cent, compared with 6 per cent in 1921 and 8 per cent in 1920.



THERE is a fair movement of grains to this market with corn predominating. Good milling grades of wheat are readily taken by Toledo or outside millers, while there is good shipping demand from some sections of Ohio, for corn for feeding purposes. Low grade wheat is taken by feed millers at a comparatively small discount under the better grades. Traveling men for some of the Toledo grain firms report that country elevators in this territory hold liberal supplies of corn with considerable wheat also. Toledo mills are operating at 60 to 75 per cent of capacity, and advise of a fair volume of sales, although the business is by no means snappy. Flour sold is being held up by lack of specifications, embargoes and car shortages.

There is a good demand for hay, with receipts light on account of the almost impassable condition of country roads at this time.

Several farmers and country grain dealers who have been on the exchange floor recently have called attention to the fact that many farmers will be unten-



anted this spring on account of the continued drift of rural folks to the cities, where they are joining the labor ranks, evidently preferring the semi-monthly pay days of the factory to the semi-annual one of the farm. This movement will help solve the farmer's problem of over-production with consequent unsatisfactory prices.

\* \* \*

Heading a team of basket ballers from the Second National Bank Building, outside of the grain firms, C. R. Willard, the smoke house man, challenged a Produce Exchange team for a game, which was played at the "Y" gym on Friday evening March 2 with the result that the smokers were defeated by a score of 38 to 23. Harold Anderson of the National Milling Company, Carl Goodeman of Snyder, Wilson & Co., and Chas. Keilholtz, Siva Bender and Miles Daley of Southworth & Co., comprised the Exchange team, and, Anderson and Goodeman won the laurels of the evening by their playing.

\* \* \*

It is definitely announced that the Second Annual Industrial Traffic League acquaintance dinner will be held at the Chamber of Commerce, Wednesday, March 21 at 6 o'clock. "Trot out your traffic trials and tribulations", is the heading of the invitation, which will serve as the keynote to the affair, which is designed to get the traffic men of the city together for good fellowship. The headliners for the evening include Joseph H. Beck, executive secretary of the National Industrial Traffic League; Walter J. Kelly, member of the auxiliary committee of the Central Freight Association and Judge Geo. T. Poor, of the Ohio Public Utilities Commission. Gustav Ohlinger will officiate as toastmaster.

\* \* \*

The following were among the recent visitors to the Produce Exchange; Don Kern, Minneapolis; E. M. Kauth, Kansas City; M. E. Ward, Bancroft, Mich.; Frank Woods, Chicago; E. L. & Earl Leas, Waterloo, Ind.; W. S. Doyle, Buffalo; A. A. Cunningham, Tiffin, and E. M. Colton, Bellefontaine.

\* \* \*

The annual meeting of the Ohio Farmers Grain Dealers Association was held at the Boody House here February 21 and 22. President Croninger was able to be present only a part of the time on account of illness among his working force at Grand Rapids, and Vice-president Lloyd officiated in his absence. Addresses were made by Prof. B. A. Wallace of the Ohio State University, Columbus; J. W. Shorthill, secretary of the Farmers Grain Dealers National Association, Omaha, Neb.; H. W. Danforth, former president of the Federal Land Bank, St. Louis and others. Mr. Danforth is reported to have made some rather radical suggestions along the line of farmer members of co-operative associations favoring those of their neighbors who are also members of co-operative associations as against those who do not belong. In other words, boycott the non-union farmer.

At the Wednesday evening session the visitors were guests of the Toledo Produce Exchange at a banquet held at the Chamber of Commerce dining room in the Nicholas Building. James Squire, former governor of Ohio Rotarians, who was to be the speaker of the evening, was unable to be present, and President K. D. Keilholtz of the Produce Exchange was substituted. The convention tabled resolutions to establish co-operative selling agencies in central markets, the opinion being expressed that the time was not ripe for such action, although co-operative buying of manufactured products was advocated. The Great Lakes-St. Lawrence waterway project was endorsed.

The following officers were elected: D. J. Lloyd, Waterville, president; R. W. Graham, Defiance, and John Phillips, Tontogany, vice-presidents; Chas. Latshaw, Defiance, secretary-treasurer and R. E. Croninger, A. H. Van Walkenburg and C. W. Palmer, directors. The meeting adjourned without deciding on a place for the next convention.

## GRAIN NEWS FROM BOSTON

BY L. C. BREED

The exports of wheat through the port of Boston in February totalled 292,959 bushels.

\* \* \*

Receipts of hay in the Boston market for February, were somewhat lighter than for the corresponding month last year, owing to transportation delays and embargoes.

\* \* \*

The leading seed dealers of the city state that the demand for feed since New Years this season is far better than was the case for the corresponding time in 1922.

\* \* \*

F. A. Forbes, of East Haven, Conn., died recently. He was 63 years of age and had been in the retail flour, grain and feed business at East Haven for upwards of 41 years. He was a man of marked integrity and high standing and much esteemed by a large circle of friends.

\* \* \*

Visitors on the floor of the Chamber from the West during the past month were as follows: Harry M. Stratton, Milwaukee; J. C. McCracken, Great Bend, Kan.; John A. Donaghue, Montreal, Que.; H. E. Irwin,

Elyria, Ohio; A. T. Hummer, Milwaukee; D. M. Cash, Mansfield, Ohio; A. L. Goodman, Duluth, Minn. Anthony Cunard of London, England, a member of the Cunard family, so long identified with steamship interests, also was a visitor.

\* \* \*

A record of half a century as a member of the Boston Chamber of Commerce, and the organizations preceding it, has recently been attained by Otis S. Brown. For many years he was engaged in the grain business at East Cambridge, under the style of Otis S. Brown & Co. For several years past, he has been president of the Lechmer National Bank of Cambridge.

## NEWS FROM NORTHERN OHIO

BY T. J. CUNNINGHAM

Clarence S. Baum, Tiffin, Ohio, has discontinued his feed business, which was started by his father 29 years ago.

\* \* \*

Chas. C. Toland, active for 30 years in the grain business at Anna, Ohio, has sold his elevator to the Anna Farmers' Exchange.

\* \* \*

Crawford County farm bureau has signed up 400 members, but it is announced that the campaign will be pushed until 800 have been obtained.

\* \* \*

Prairie Farmers' Co-operative Company, elected the following new directors: Clarence Bressler, Bert Adams, Clarence Eckart and George Hengstelar. The reports showed a good year. The company is located at Prairie Depot, Ohio.

\* \* \*

The directors of the Hancock Co-operative Elevator & Supply Company, Findlay, elected David Thomas, president; J. P. Johnston, vice-president; Glenn Robert, treasurer and Samuel B. Rose, secretary.

\* \* \*

A smokestack on the Haskins Farmers' Grain Company's elevator at Haskins, Ohio, was blown down recently.

\* \* \*

The Tiffin Farmers' Exchange, Tiffin, Ohio, is now buying cane sugar in car-load lots and retailing it to their customers.

\* \* \*

Bowling Green coal dealers report an abundance of soft coal, but Chestnut hard coal and Pocahontas are very difficult to get.

\* \* \*

At the farmers' institute held in Tiffin, February 21 and 22, D. W. Galehouse of Wayne County, president of the Ohio Seed Improvement Association, spoke on the business side of agriculture and seed improvement. He was formerly connected with Ohio Experiment Station and United States Department of Agriculture.

\* \* \*

Oak Harbor local, Northwestern Co-operative Sales Company, held a general meeting at Oak Harbor, February 23.

\* \* \*

Farm bureau members of Milford Township, Defiance County, have outlined a vigorous program for 1923. Among other things, efforts will be made to have a large number of the farmers raise a standard variety of wheat and 100 per cent observance of Hessian fly free date.

\* \* \*

F. H. Tanner, secretary of the Ohio Millers Association, spoke at the Farmers' Institute at Tiffin, February 22, suggesting ways in which the farmers and millers can co-operate. He advocated standardization of four or five well-known varieties of wheat, and proposed that the state should use only Ohio wheat in its institutions, just as it now uses only Ohio coal.

\* \* \*

The Tri-States Co-operative Association in Montgomery, Mich., has elected three directors; Fred M. Wigent, George Null and Henry Haynes.

\* \* \*

Douglas Malloch, nationally known poet and humorist, addressed members of the Tiffin Chamber of Commerce, February 20.

\* \* \*

The directors of the Quincy Co-operative Elevator Association, Quincy, Mich., have chosen Curtis Green as manager.

\* \* \*

The eighth annual convention of the Farmers-Grain Dealers Association was held at the Boody House, Toledo, February 21 and 22.

\* \* \*

Oscar C. Leonard, manager of the Ash & Ash Elevator at Iler, Ohio, has been named executor of the will of his mother, Mrs. Mary Alice Leonard, who died January 25 in Fostoria.

\* \* \*

Edgar Thierwechter, of the Emery Thierwechter Company, was elected a trustee of the Oak Harbor Business Men's Association, March 5.

\* \* \*

The Tiffin Farmers' Exchange Company announced a dividend totalling 8¾ per cent at its third annual stockholders' meeting, February 20. By general approval only 4 per cent of the dividend was paid. The

remainder was ordered retained by the company to be used in making necessary improvements. The affairs of the company are in good shape, according to Manager Claude Fogleman. The following directors were elected for a three-year term: John A. Gillig, Stephen Fogleman and Eugene Meeker.

\* \* \*

A. L. Litzenberger, Tiffin, Ohio, will handle the same line of chicken feeds and remedies formerly handled by Clarence Baum, retired.

\* \* \*

At Bronson, Mich., farmers recently sower Clover seed on top of three inches of snow.

\* \* \*

Harkness Miller, Clyde, Ohio, became sealer of weights and measures for Sandusky County, March 12. He succeeded Albert Fritz.

\* \* \*

A meeting of farmers and directors and managers of co-operative elevators will be held at Fremont, March 15. Co-operative marketing of livestock will be discussed.

\* \* \*

Farmers say that wheat in Sandusky County has come through the winter in fine condition, and unless damaged by frost, the crop will be exceptionally fine.

\* \* \*

The heirs of David Kirk, Findlay banker and miller who died recently, announce the presentation to the city and county of \$50,000 for a library building in memory of Mr. Kirk.

\* \* \*

The Tiffin Farmers' Exchange Company elected the following officers for the coming year: John A. Gillig, president; G. W. Herbst, vice president; Chas. Gillig, treasurer and Franklin S. Arbogast, secretary. Extensive improvements are to be made this spring.

\* \* \*

The farm crops department of Ohio State University has recommended the planting in southern and central Ohio of Fulghum, a variety of red oats. The recommendation is based on five years' tests on the College farms, during which period Fulghum out-yielded all other varieties about 6 bushels per acre.

\* \* \*

Ohio entomologists express the view that probably no other midwestern state will follow the example of Illinois, which recently quarantined corn from any part of Ohio, for fear of introducing the European corn borer.

\* \* \*

J. S. Snodgrass has resigned as manager of the Arcadia Elevator Company, Arcadia, Ohio and Delmar Moots has been appointed to succeed him.

\* \* \*

For 30 years, two ears of corn, blackened with age and bound together with a piece of copper wire, have hung in whatever office Federal Judge John M. Killits has occupied. Killits calls it his "good luck" piece. The corn was given to him in 1892 by a farmer when he was running for the office of prosecuting attorney of Williams County, the farmer telling him that if he kept the corn he would "lick the socks off the durn Democrat" who was opposing him.

\* \* \*

Arthur B. Powel, owner of the elevator at Kansas, Ohio, will assume his duties as Seneca County auditor, March 12. His elevator business at Kansas will be handled by The Sneath-Cunningham Company, Tiffin.

\* \* \*

Michael Eckert, manager of the Ash & Ash elevator at Amsden, Ohio, suffered the loss of his daughter, grand-daughter and son-in-law, all in one week through pneumonia.

\* \* \*

R. D. Sneath, vice president of The Sneath-Cunningham Co., Tiffin, who has been spending the winter at Miami, Fla., will return about March 15.

\* \* \*

John H. Rady, manager of The Sneath-Cunningham Company elevator at Burgoon, Ohio, has been quarantined at his home with small pox.

\* \* \*

The recent heavy snow here has rapidly disappeared under the hot sun of the last few days and the wheat is now without any covering. It is almost too early, however, for a quick thaw of this kind to do any material damage to the wheat, and, so far, none appears to have resulted. March is not over, however, and there is still plenty of time for unfavorable weather yet. Nowhere in this vicinity does wheat show any sign of having "heaved" as yet. Some spring plowing is already being done here.

With favorable weather for spring work, a big corn and oats acreage will be put out here this year. The latter commodity is very scarce in this territory just now. Corn has been fed extensively here this winter and there has been much trading in it amongst farmers, so that elevators have not handled anywhere near their normal quantity. Should springlike weather prevail for a while, there should be a more generous movement in the next few weeks. Regardless of weather conditions, there will be very few oats come to market, as they are not here to move.

Clover seed has been pretty well picked up throughout this territory, and only a few scattered lots remain. Some of this is being held by farmers in the hope of selling to their neighbors. The same thing is true of Alsike and Timothy seed.



# ASSOCIATIONS

## KANSAS ANNOUNCES MEETING

The annual meeting of the Kansas Grain Dealers Association is announced by Secretary E. J. Smiley to be held at Topeka, on May 16 and 17. The program has not yet been completed.

## OHIO DEALERS TO MEET

The forty-fourth annual meeting of the Ohio Grain Dealers Association will be held at Cleveland, Ohio, Wednesday and Thursday, June 20 and 21.

Announcement of the convention headquarters and the program of meeting will be made next month.

## MISSOURI MEETING ANNOUNCED

The Missouri Grain Dealers Association will hold its annual convention at the Coates House, Kansas City, on April 25 and 26. Secretary D. L. Boyer and President A. H. Meinershagen have prepared an interesting program and the largest meeting in the Association's history is anticipated. No announcement has been made of the features of the meeting, but Missouri always has live subjects under discussion and this year will prove no exception.

## ILLINOIS DEALERS TO MEET IN CHICAGO

The annual meeting of the Illinois Grain Dealers Association will be held at the Hotel La Salle, Chicago, May 15 and 16. The program is well on the way, but is not yet completed. There will be a banquet on the night of the fifteenth and other entertainment.

The Entertainment Committee appointed by the Chicago Board of Trade to handle the convention is Geo. A. Wagener, chairman, assisted by Ed Hymers, Wm. E. Hirshey, Henry A. Rumsey, John E. Brennan and Geo. E. Booth.

## PROGRAM FOR WESTERN GRAIN DEALERS

It has been decided to hold the annual convention of the Western Grain Dealers Association at Sioux City, Iowa, Tuesday and Wednesday, April 17 and 18, 1923.

It is intended to arrange the program to provide for general discussion of the practical suggestions relating to the conduct of the business and the operation of the country elevator.

The following subjects will be included: Cost of operating country elevators; railroad leases; car distribution rules; railroad claims; reinspection and appeals; Federal and state warehouse laws, particularly with reference to the states of Iowa, South Dakota and Nebraska; terminal market radio broadcasting; use of chemical disinfectants; crop conditions; fire insurance; hazardous conditions of elevator construction and house-keeping; installation of electric power, wiring and equipment, and installation of radio equipment.

The Sioux City Board of Trade are arranging to provide elaborate entertainment to include a smoker on the evening of the 17th and a banquet on the evening of the 18th.

## A VOTE ON TRADE ASSOCIATIONS

Trade associations are the subject of a referendum submitted by the Chamber of Commerce of the United States to its membership. Organizations representing practically all industries and branches of commerce form an important part of the Chamber's membership.

The activities of trade associations have been carefully gone into by a special committee appointed by the Chamber a year ago. This committee has now presented a report containing recommendations. The report and its recommendations are the basis for the propositions submitted to a referendum vote. The propositions, upon which the Chamber's membership will vote "yes" or "no," are:

"Because of numerous useful and important functions of obvious propriety trade associations should exist for each important branch of industry and commerce.

"A trade association should have such a membership that it can be representative of the industry in connection with problems affecting the general advance of the industry.

"A trade association should be prepared to consider all problems affecting the general advance of its industry or branch of commerce.

"Trade associations should continue free from special forms of government control.

"Statistics of capacity, production, stocks and sales should be collected by a trade association for its industry or branch of commerce.

"Statistics of actual prices in closed transactions should be collected by a trade association for its industry or branch of commerce.

"Any interpretation of statistics or other com-

ment which could induce or facilitate concerted action on the part of members should be omitted by a trade association.

"Statistics of capacity production, stocks, sales, and prices a trade association should make as available to the public and to government agencies interested in following the course of industry and commerce as to members."

## MEETING OF MISSOURI FARMERS' ASSOCIATION

The relation of the flour miller to the farmer elevator was pointed out in an interesting and instructive fashion by W. B. Dunwoody, president of the Brand-Dunwoody Milling Company, of Joplin, Mo., at the annual meeting of the Farmers' Grain Dealers' Association of Missouri at the Coates House, Kansas City, Mo., February 14 and 15. Dr. H. J. Waters spoke on "Grain Marketing and Our Nations Needs." The next annual meeting will be held in St. Louis.

W. R. Crowther of Golden City was elected president of the association. He succeeds P. E. Donnell of Waco. Other officers are: L. G. Abel, Madison, first vice-president; R. H. McCullough, Polo, second vice-president; Charles F. Barren, Fayette, treasurer. Directors are: Theodore Bauer, Cameron; G. J. Smith, Weston; E. J. Alexander, Monroe City; Ben Hockstra, Chesterfield; W. Gray, Jasper; J. K. Russell, Perryville; A. D. Teters, Sweet Springs.

## OHIO FARMERS MEET

The Farmers Grain Dealers Association of Ohio met at Toledo on February 21 and 22.

Efforts to establish a co-operative grain selling agency in terminal markets were discouraged. The resolution expressed the opinion that the time has not yet arrived when the co-operative selling plan could be worked out to advantage and recommended the establishment of the agency be deferred.

A purchasing department for the purpose of pooling buying power of the Association was advocated and resolutions referring further development of the idea to the Board of Directors were passed.

The St. Lawrence waterways project was indorsed by the delegates who promised to urge their representatives in Congress to pass the necessary legislation.

"Economy and efficiency" was selected as a slogan for the year.

B. A. Wallace, instructor in rural economics at Ohio State University, delivered the principle address. His subject was "Systems for Farmer Elevators."

The secretary's annual report showed the association to be in a sound financial condition and indicated a small increase in membership.

D. L. Lloyd of Westerville, first vice-president last year, was elected president. He succeeds R. E. Colringer, Grand Rapids; R. W. Graham, Defiance, former second vice-president was elected first vice-president and John Phillips of Tontogany was elected second vice-president.

C. C. Latshaw of Defiance, was elected secretary-treasurer.

## TRI-STATE MEETING

The Tri-State Country Grain Shippers Association met in Minneapolis on February 13-17. The program was long and interesting, ending with the election of Nils R. Tacklind, Drayton, N. D., as president; E. A. Betts, Mitchell S. D., first vice-president; Arthur Speltz, Albert Lea, Minn., second vice-president; E. G. Cloistgau, Grand Meadow, Minn., third vice-president; R. R. Wollin, Marshall, treasurer and E. H. Moreland, Luverne, Minn., secretary. The new directors are: E. H. Sexaur, Brookings, S. D.; D. W. Richardson, Elgin, N. D.; and T. Comer, Rustad, Minn.

Believing that the Northwest is handicapped in securing sympathetic service from the Interstate Commerce Commission because of a lack of membership by a man from this territory, the convention unanimously adopted a resolution urging the appointment of a farmer from that district.

Other resolutions which the convention adopted are:

To advise Congress to revise the grade of wheat on such varieties as raised in Minnesota and the Northwest to conform to the old Minnesota grades.

Urge the prosecution of the work of the development of the St. Lawrence waterway in the interest of the Northwest as there seems to be an unnecessary delay and a lot of selfish interference by private interests and pork barrel politics.

Ask return of state control over the stockyards under the Railway and Warehouse Commission

which rendered efficient service. Commend the efficient services rendered by the Co-operative Livestock Association and pledge support.

Pledge support to other farm organizations of the state and especially to the state farm bureau.

Endorse the appointment of John Brandt of Litchfield for the position of dairy and food commissioner of the state.

Demand a thorough investigation by the Interstate Commerce Commission and a speedy readjustment of freight rates downward in the interest of farm operation.

## MEETING OF KANSAS CO-OPERATIVES

The annual meeting of the Kansas Farmers Co-operative Grain Dealers Association was held at Hutchinson from February 20 to 23. The meeting was taken up largely with marketing and transportation subjects. J. C. Mohler, secretary of the State Board of Agriculture, was one of the principal speakers. At the time of the meeting the Kansas Utilities Commission had a hearing on distribution of grain cars, which brought out a great number of dealers.

The officers for the coming year are J. B. Brown of Larned, president; M. H. Rice of Delphos, vice-president; and R. E. Lawrence, secretary-treasurer, with offices in Hutchinson. The Directors for the year are: M. H. Rice, Delphos; A. C. Keller, Minneola; H. R. Howell, Marietta; W. E. Lattimer, Lyons; J. O. Brandenburg, Grainfield; O. M. Findley, Kiowa; E. G. Tharp, Protection; J. B. Brown, Larned; and Thomas Bragg, Dodge City.

## INDIANA FARMERS DEALERS MEET

The annual meeting of the Indiana Farmers Grain Dealers Association was held in Marion, February 22 and 23. After the formalities of opening, E. G. McCullom, secretary, and Frank Claspie, treasurer, submitted reports. The principal speaker was J. W. Shorthill, secretary of the Farmers National Grain Dealers Association.

Resolutions were adopted advocating more activity in the business; more general support of the Steinhart Grain Company; and urging the early completion of the St. Lawrence deep waterway. Lafayette was chosen as the meeting place next year.

The officers elected were as follows: M. P. Holl of Francesville, president; C. E. Barracks of Frankton, first vice-president; Charles Adamson of Goodland, second vice-president; W. E. Wilson of Sheridan, treasurer. Directors for three years: C. M. Record of Medaryville, H. E. Wilson of Sheridan, and F. M. Orr of Boswell. Directors for two years: O. A. Pulley of Warren, W. H. Hagen of Chalmers, and George Himelick of Upland. Directors for one year: James Mauck of Honey Creek, William Stephenson of Cammack, and Frank Tippey of Marion.

## ASSOCIATION CALENDAR

March 20-22.—North Dakota Farmers Grain Dealers Association, Grand Hotel, Minot.

April 17-18.—Western Grain Dealers Association, Sioux City, Iowa.

April 25-26.—Missouri Grain Dealers Association, Coates House, Kansas City.

May 15-16.—Illinois Grain Dealers Association, Hotel La Salle, Chicago.

May 16-17.—Kansas Grain Dealers Association, Topeka.

June 7-8.—American Feed Manufacturers Association, St. Louis.

June 27-29.—American Seed Trade Association, Traymore Hotel, Atlantic City, N. J.

July 24-26.—National Hay Association, West Baden, Ind.

October 1-3.—National Grain Dealers Association, Des Moines, Iowa.

WINTER wheat, which failed to germinate this fall on account of lack of moisture, may germinate in the spring but it will not head out. Winter rye, under the same conditions, will head and may make a fair crop.

A NEW variety of smooth-awned barley being developed Wisconsin Agricultural Experiment Station at Madison promises to make barley more popular as a feed and should greatly stimulate interest in that grain.

NEXT to the United Kingdom, Italy is the largest importer of American wheat, having received over 32,000,000 bushels in 1922, according to the United States Department of Agriculture. France ranks next, with 26,000,000 for the same year.

AUSTRALIA'S surplus of 1921-1922 grain over and above food and seed requirements is said to be about 86,000,000 bushels, a considerable decrease from last year, according to a report received by the Department of Commerce from Trade Commissioner Sanger. Shipments of wheat and flour overseas from Australia during August were equal approximately to 1,725,000 bushels of grain, bringing the aggregate export up to 81,500,000 bushels at the beginning of September, of which 74,222,000 belongs to the 1921-22 season.





## THE DAKOTAS

Elmer G. Owen is now connected with the McDonald & Wyman Company at Bismarck, N. D.

Dan Gregg has given up his position as manager of the McCaull-Webster Elevator at Elk Point, S. D.

A new grain cleaning and grading machine has been installed for Arthur Sparling at Langdon, N. D.

H. Hankinson & Co., and Healy-Owen-Hartzell Company have purchased the Farmers Elevator at Bradley, S. D.

A new elevator will be erected at Hillsvie, S. D., for the Farmers Elevator Company, replacing the one destroyed in December.

Ed Gjevre is now agent of the Independent Elevator Company at Nekoma, N. D. D. McHugh recently resigned as such and is now at Dunseith.

The Farmers Elevator Company has purchased the property of the Dakota Grain Company at Madison, S. D., and will take possession on April 1.

The Great Western Elevator Company's elevator at Tower City, N. D., has been purchased by the Equity Elevator Company whose elevator burned a short time ago.

A grain elevator of 40,000 bushels' capacity is to be erected at Fargo, N. D., next summer for the W. C. Mitchell Company of Minneapolis, and Duluth. The elevator will be used mainly for cleaning and mixing grain in transit; the firm also plans to build and operate a feed mill and flour and feed warehouse there.

## IOWA

J. O. Smith is now manager of the elevator located at Polk City, Iowa.

The Farmers Elevator Company at Clinton, Iowa, is to be managed by J. Smith.

An all steel single truck lift has been installed by J. J. Mathews of Cherokee, Iowa.

H. B. Booknau has been elected manager of the Farmers Elevator Company of Grinnell, Iowa.

Business operations have been started by the Farmers Elevator Company at Bristow, Iowa.

R. L. Friend was recently elected manager of the Lytton Farmers Elevator Company of Lytton, Iowa.

A grain brokerage and ice business has been opened at Cedar Rapids, Iowa, by Howard Douglass.

The Farmers Elevator Company is succeeded at Templeton, Iowa, by the Templeton Elevator Company.

Fred Poush is reported to have resigned as manager of the Garwin Farmers Elevator at Garwin, Iowa.

William Stuck succeeds Ralph Blake as manager of the Farmers Co-operative Exchange at Mt. Union, Iowa.

A feed grinder has been installed in the plant of the Oakville Grain Elevator Company at Oakville, Iowa.

The Farmers Co-operative Elevator Company of Ocheyedan, Iowa, is to make repairs on its elevator this spring.

Mr. Horn is succeeded as manager of the Nashua, Iowa, elevator of the Farmers Equity by Jerome Walsh.

The elevator of the Farmers Elevator & Supply Company at Morning Sun, Iowa, is to be equipped with electricity.

The Farmer Elevator Company of Guthrie Center, Iowa, is planning on the erection of a new elevator and warehouse.

The Jelgerhuis Grain Elevator at Orange City, Iowa, has been purchased by H. J. Huibregtse who is now operating it.

J. S. Williamson is now manager of the Farmers Co-operative Elevator at Lewis, Iowa. He was formerly at Belgrade.

The name of the Farmers Elevator Company at Iowa Falls, Iowa, has been changed to that of the Buck Elevator Company.

The Dugger Elevator at What Cheer, Iowa, is to be reopened under new management. The elevator is modern in every respect.

The Farmers Elevator Company at Ute, Iowa, is to be conducted under the management of Grover Sander. He succeeds A. A. Hart.

The elevator of the Western Terminal Elevator Company at Hornick, Iowa, which burned last October is to be rebuilt in the spring.

An addition is to be built to the grain elevator of F. O. Hocum at Newell, Iowa. It will have a capacity of 22,000 bushels of grain.

A farmers co-operative elevator company is to be organized at Luverne, Iowa. The farmers expect to buy rather than to build an elevator.

The grain elevator of the Kunz Grain Company at Galbraith (mail to Luverne), Iowa, has been equipped with a new 10-horsepower gas engine.

A tile elevator of 38,000 bushels' capacity is to be erected at Williams, Iowa, for the Farmers Elevator Company. The elevator will be operated by electricity.

The McKee Bros. have sold their elevators located at Letts, Iowa, to Weber & Huston. The elevator will be conducted under the management of C. C. Snyder. It contains a grinder and crushing machine and includes a brick building which will be used for a feed store.

## INDIANA

A. Kunkel is now associated with the Fayette Grain Company of Connersville, Ind.

A preliminary certificate of dissolution has been filed by the Farmers Elevator Company of New Waverly, Ind.

The Cunningham Elevator at Hobbs, Ind., has been purchased by Smith & Ackles. Some time ago the company purchased the Cook & Jessup Elevator.

The grain elevator at Burney, Ind., has been purchased from Delgar Moor for \$5,000 by Reiman-McCammon Company. M. Holland will be retained as manager.

The Swanington, Ind., elevator of William B. Foresman has been sold to L. Rommel who took possession February 1. The price paid amounted to \$9,000.

The Jordan Mill & Elevator Company has been incorporated at Vincennes, Ind., capitalized at \$3,000. The incorporators are Samuel A. Jordan, George M. Jordan and Samuel A. Jordan, Jr.

Baxter McBane, L. H. Biddinger and P. E. Goodrich have been named as directors of the recently incorporated Chesterfield Grain Company of Chesterfield, Ind. The firm is capitalized at \$10,000, and will deal in grain, flour, feed, etc.

Elmer Hutchinson of Arlington, Ind., has sold his business to his sons, Ross M. and Lowell Hutchinson, and will retire from business. Mr. Hutchinson is a prominent figure in the grain business and is vice-president of the Grain Dealers National Association and president of the Indiana Grain Dealers Association. His sons will continue the business under the old firm name of Hutchinson & Sons, but Mr. Hutchinson, Sr., will have no financial interest in the firm.

## OHIO AND MICHIGAN

Curtis Green is now manager of the Quincy Co-operative Elevator Association of Quincy, Ohio.

The partnership of Borden & Richey at Van Wert, Ohio, has been dissolved. S. A. Borden will continue under his own name.

S. Soliday is no longer with the Sciota Grain & Supply Company of Ashville, Ohio, but is with the Soyco Milling Company of Circleville, Ohio.

The Kensington Grain Company of Lisbon, Ohio, has been capitalized at \$60,000 and will conduct a co-operative grain selling business.

The Fox Elevator at Greenville, Ohio, has been purchased by S. A. Myers who took possession on February 1. He formerly operated an elevator at Gettysburg.

The Williamstown Elevator Company of Williamstown, Ohio, is planning upon the erection of a grain elevator in the spring and are in the market for equipment.

Clyde Schedpness is president and treasurer; Thomas J. Van Buren is vice-president, and George W. Tibbet, secretary of the recently reorganized and incorporated Grand Rapids Grain & Milling Company of Grand Rapids, Mich.

Arthur W. Cunningham has purchased from his father, John W. Cunningham, the business operated as the Gem City Elevator Company at Dayton, Ohio. The senior Mr. Cunningham was at the

head of the firm for 25 years. The new owner will conduct the business with his brother, Harry Cunningham.

Capitalized at \$50,000, the Edmonds Elevator & Implement Company has been incorporated at Hastings, Mich.

## EASTERN

An all steel truck lift has been installed by the Farmers Elevator Company of Buffalo, N. Y.

A grain, hay and millfeed brokerage business has been established at Providence, R. I., by Royal B. Dean, formerly of Auburn, N. Y.

The interest of Vincent Leonard of Irvington in the Yonkers Grain Company of Yonkers, N. Y., has been sold to his sons who will incorporate.

A general grain and feed business has been opened at Middletown, N. Y., for J. M. Halliday, formerly of the Halliday-Brandt Corporation of Buffalo.

The store of Sanford L. Cook of Glendale, Mass., has been purchased by Peter I. Adams and his sons, well known grain merchants. They have taken possession.

A new elevator and granary have been completed at Waynecastle (mail to Shady Grove), Pa., replacing the Franklin Miller & Son Elevator destroyed by fire last spring.

A grain elevator costing \$50,000, and a grain storage building are being erected at Worcester, Mass., for the F. D. Perry Company. It replaces the storage house which burned recently.

The grain and feed business of H. M. Long at Oxford, Pa., and the grain, feed and hay business of J. L. Pennock of Chatham, Pa., have been consolidated under the name of J. L. Pennock & Co.

Quarters in the A. D. Hitchcock Block at Cambridge, Vt., have been leased by I. L. McGovern who will conduct a grain, flour and feed store. Mr. McGovern was formerly with the Richmond Grain Company of Richmond, Vt.

To engage in the erection, maintenance and operation of grain elevators and storage houses, the McCormick Bros. Company has been granted a charter at Waynesburg, Pa., capitalized at \$20,000. Robert C. McCormick is treasurer.

The recently organized General Milling Corporation has taken over the business of the General Flour & Feed Company of Buffalo, N. Y. The company is in possession of the Letchworth Street Elevator and plant of the old company and is engaged in a general grain and feed business. W. F. Mahoney is president and treasurer; J. O'Malley, vice-president; Edward L. O'Malley, secretary and W. S. Farrington, general manager.

The premises and equipment of the Baltimore Pearl Hominy Company at Baltimore, Md., was sold at sheriff's sale to Morris Schapiro, president of the C. A. Gambrell Manufacturing Company, Inc., for \$137,500. The property sold includes a concrete 50,000-bushel elevator; a two-story brick warehouse with large loading platform; a 50,000-bushel steel tank; a two-story brick boiler room; a five-story brick mill with a one-story frame addition; platform scales and five railroad sidings from the main line of the Baltimore & Ohio Railroad.

## ILLINOIS

A single outfit all steel truck lift has been installed by the Davis Bros. & Potter of Toulon, Ill.

The Cuba Co-operative Grain Company operating the farmers elevator at Cuba, Ill., is going to reorganize.

The capital stock of the J. E. McCann Grain Company of Buffalo, Ill., has been decreased from \$20,000 to \$13,000.

The elevator of the Farmers Co-operative Elevator Company at Stockton, Ill., is to be equipped with a 50-horsepower feed grinder.

The Breese Grain Company of Breese, Ill., is planning to remodel its warehouse. The contract for the work has been let to the P. F. McAllister & Co., and work will be started on April 1.

The Farmers Elevator Company is remodeling its elevator at Gibson City, Ill., and has equipped it with conveyors, steel spouts and new distributors. P. F. McAllister & Co., have the contract.

W. M. Duke of Aurora, Ind., has purchased the elevator and mill of the Union Grain & Mill Com-



pany at Jonesboro, Ill. He bought it at sheriff's sale on January 29. He was a stockholder and creditor of the firm.

Elmer G. Smith is no longer manager of the Southern Illinois Milling & Elevator Company of Murphysboro, Ill., having recently resigned.

A 30,000-bushel ironclad elevator, equipped with a 2,000-bushel modern automatic scale, is being erected at Cullom, Ill., for Bernard Sullivan.

The elevator of the Berwick Grain Company at Berwick, Ill., has been purchased by the recently organized Farmers Grain & Supply Company.

William Barclay is now manager of the Inland Grain Company at Wing, Ill. He was manager of the grain elevator at Fiatt, Ill., previous to this.

The elevators at Muncie and Brothers Station, Ill., have been purchased by Edw. Stevens of Danville and Fred Shelby of Paxton, from E. A. Betts & Co.

V. C. Brown is now in charge of the Farmers Grain Company's elevator at Fiatt, Ill. He was formerly elevator foreman for the Pekin Farmer's Grain Company.

J. L. O'Neill is no longer manager of the Triumph Grain & Supply Company at Triumph, Ill. He is in the grain commission business at Mendota with T. E. Cavanagh.

L. D. Spaulding is now supervising his elevator at Walnut, Ill. He was formerly special agent for the C. B. & Q. Railroad. He owns elevators at Princeton and Walnut.

The headquarters of the Peoria Grain & Barging Company is now at Beardstown, Ill. The firm formerly operated at Havana. Its elevators are located at Glasford, Bell Siding and Matanzas.

O. N. East, who sold his elevator at Milmine, Ill., last November, has purchased the elevator at Cerro Gordo, Ill., formerly conducted by C. A. Stout, and took possession on March 1.

Clair Kohler and H. A. Kohler have retired from the firm of Kohler Bros. Grain Company of Chatsworth, Ill., and the partnership has been dissolved. Phil and A. B. Kohler are still interested.

#### CANADA

The Burrard Elevator Company, Ltd., has been incorporated at Vancouver, B. C. Its capital stock is \$500,000.

The Maple Leaf Milling Company, Ltd., has purchased the business of the Federal Grain Company of Weyburn, Sask.

The Bawlf Terminal Elevator Company, Ltd., of Winnipeg, Que., has been incorporated with a capital stock of \$1,500,000.

Construction is proceeding on the Terwillinger Elevator at Sylvan Lake, Alta. An office building, engine room and coal shed are also to be erected.

A 1,500,000-bushel storage annex is to be built for the Port Commission at Vancouver, B. C. The contract has been let to the Barnett-McQueen company.

Capitalized at \$1,000,000, the Pacific & Coast Grain Elevator Company, Ltd., has been incorporated at Vancouver, B. C. The company will erect a large elevator at Vancouver.

The Wood Grain Company, Ltd., of Vancouver, B. C., plans the erection of a grain elevator and warehouse with capacity of 500,000 bushels and 150,000 bushels respectively.

The Inland Seas Grain Company, incorporated at Fort William, Ont., has assumed control of the Davidson & Smith Elevator at Port Arthur which is under the management of J. P. Jones.

The Western Terminal Elevator Company of Fort William, Ont., placed the contract with the Fegles Construction Company, Ltd., for the addition to its terminal elevator at Fort William.

Fifteen No. 11 Monitor Style "B" Receiving Separators and two No. 9 Style "A" Screening Separators have been installed by the Saskatchewan Co-operative Elevator Company of Tillsonburg, Ont.

An addition of 750,000 bushels' capacity is to be erected at Goderich, Ont., for the Western Canada Flour Mills Company, Ltd., which already has an elevator there. The cost of the addition will be \$300,000.

The Goderich Elevator & Transit Company, Ltd., of Goderich, Ont., is contemplating the erection of a 1,000,000-bushel annex to its elevator providing tax exemption proposals are passed by the Goderich council.

The Bole Grain Company has purchased the Mutual Elevator Company's terminal elevator, located at Fort William, Ont. This elevator was built in 1916 at a cost of \$350,000. Possession will be given the new owner on August 1.

To deal in grain, seed, etc., S. B. Green & Sons Company, Ltd., were incorporated at Leamington, Ont. B. Green, S. B. Green, C. Green, Beatrice Davies and Mitchell Dingman are interested. The firm is capitalized at \$40,000.

The Montreal Harbor Commission has purchased the Grand Trunk Elevator from the National Rail-

ways, and is planning the erection of an addition which will raise its capacity from 2,150,000 to 3,250,000 bushels. The elevator has two loading berths.

Parrish & Heimbecker of Port Arthur, Ont., have plans prepared for an extension to their plant, whereby the storage capacity will be increased by 1,000,000 bushels. This will mean the erection of 36 tanks which will cost about \$300,000.

#### MISSOURI, KANSAS AND NEBRASKA

A new elevator is to be erected at Chapman, Neb., for the Farmers Union.

The Polo Grain Elevator Company is building a grain elevator at Polo, Mo.

The J. F. Jones Elevator at Seguin, Kan., is now owned by the Robinson Milling Company.

W. D. Bastian is now with the J. S. Klingerberg & Son to operate their elevator at Aullville, Mo.

The elevator of the Cozad Milling Company at Cozad, Neb., is to be managed by Frank Alkire.

Hugh Kenyon has resigned as manager of the Farmers Union Trading Company at Potter, Neb.

Ira Updike is succeeded as manager of the Armour Grain Company at St. Joseph, Mo., by R. W. Dorrough.

The office of the Nye-Schneider-Jenks Grain Company at Diller, Neb., which burned recently is to be rebuilt.

A grain elevator of 25,000 bushels' capacity is being erected at Wallace, Neb., for the O. M. Kellogg Grain Company.

A grain elevator with capacity of between 40,000 and 60,000 bushels is to be erected at Caruso, (mail Goodland), Kan., for Guy Fike.

F. E. Muller is succeeded as manager of the Farmers Produce & Grain Company at Hamilton, Mo., by O. C. Dunlap.

A 15,000-bushel elevator is to be erected at Avery, (mail South Omaha), Neb., for the S. B. Doyle Company. The contract for this has been let.

Noah Kimball is succeeded as manager of the Lane Co-operative Elevator Company of Lane, Kan., by W. W. Lebew.

The elevator of C. C. Isley & Co., at Deerfield, Kan., has been purchased by the Moore Grain Company of Hutchinson, Kan.

The elevator of the Tipler Grain Company at Ash-ton, Kan., has been purchased by Charles E. Miller, who took charge February 1.

The Farmers Grain, Produce & Mercantile Company of New Hampton, Mo., is to erect a new wareroom at a cost of \$1,050.

The elevator of the Farmers Elevator Company at Fairview, Kan., is to be conducted by Mr. Carr, who succeeds W. C. Watson as manager.

Electric motors are to be installed in the elevator of the Sanford Grain Supply Company of Sanford, Kan. The motors will be of 10½ and 7½ horsepower.

The office of the Geneseo Grain Company has been moved from Geneseo to Lyons, Kan., and is located in the general offices of the Lyons Milling Company.

An interest in the Bernard & Dunn Elevator at Holton, Kan., has been purchased by Lewis Carnahan. Hereafter the firm will operate as Bernard, Dunn & Co.

G. E. Diererle, J. B. Alleman and W. H. Lervs have filed articles of incorporation at Berger, Mo., as the Farmers Elevator Association. Its capital stock is \$12,000.

The elevator of the Primrose Farmers Elevator Company at Primrose, Neb., which burned, is to be rebuilt. It was decided by the directors to build a 20,000-bushel elevator.

The D. H. Mason grain and feed business at Jamesport, Mo., has been purchased by the Brooks & Fehr Grain Company, who will conduct a general grain and feed business.

The Rea & Page Milling Company will enlarge its grain elevator at Blosser (Malta Bend p. o.), Mo., giving the house a total capacity of 55,000 bushels. The addition, contract for which has been let to the Lehrack Construction Company, will be of concrete construction.

To conduct a general grain and milling business, the Wooldridge Mill & Storage company has been incorporated at Wooldridge, Mo. W. A. Oerly, W. H. Selck, W. R. Freeman, H. Keiser, J. Hornbeck, W. J. Woodridge, J. E. Darnell and I. T. Adair are interested. The firm is capitalized at \$25,000.

A large grain elevator, warehouse and six storage tanks are to be erected at Springfield, Mo., for the Lipscomb Grain & Seed Company. The plant will cost \$150,000 and will have a capacity of 40,000 bushels. The warehouse, including the elevator, will be 100x100 feet. The elevator will be of steel, reinforced with concrete. The entire building will be fireproof. Grinding machinery will be installed on the first floor of the elevator. There will be 13 grains bins with an average capacity of 3,000

bushels and machinery will be motor driven. The new mill will be modern in every respect. C. Lipscomb is president; E. M. Lipscomb, vice-president and F. W. Lipscomb, secretary and treasurer.

The grain elevator site at Venango, Neb., has been purchased by Paul Reimer of the Reimer-Smith Grain Elevator Company and Mack Fulton from Lou Speltz. They will build a 30,000-bushel elevator there.

Frank Dumond has left the Buffalo Grain Company of Buffalo, Kan., where he was manager and is now a salesman for the Hall-Baker Grain Company of Kansas City, Mo. Charles Thomas is manager of the Buffalo concern.

A new 20,000-bushel elevator is being operated at Craig, Mo., by the Craig Grain Company, which replaces the elevator conducted by the Farmers Elevator Company, which burned in October. R. F. Sellers will continue as manager.

William Craig of Blue Springs, Neb., has resigned as manager of the Farmers Union Co-operative Company, a position which he had held since 1902. Mr. Craig is 82 years old and is one of the oldest country grain elevator managers in the industry.

A three-story feed mill is to be erected for the T. B. Hord Grain Company of Columbus, Neb., to be operated in connection with its elevator. A three-pair feed mill, 26-inch attrition mill, three motors, a car puller and one leg will be installed.

The Davis Products Company has been incorporated at Fredonia, Kan., capitalized at \$50,000, by Mark Wiley of the Wiley Milling Company, which operates an elevator at Fredonia, Kan., and E. S. Davis of the Davis Wholesale Company.

The storage warehouse of the Newton Grain Company at Springfield, Mo., has been purchased by the Holland-O'Neil Milling Company, who will remodel the building, equipping it with machinery and erecting a 25,000-bushel elevator. An office building and a grain laboratory are also to be erected.

A grain elevator of 2,000,000 bushels' capacity is to be erected at St. Louis, Mo., for the Missouri Pacific Railroad company. The bids opened March 2. The Folwell-Ahlskog Company is the architect. The railroad company has organized for this purpose the Missouri-Pacific Elevator Company, capitalized at \$500,000.

The Kansas Wheat Growers Association is interested in the erection of six large storage elevators in different Kansas towns. These elevators will have a capacity of 100,000 bushels each. Under consideration are the following towns: Liberal, Rago, Dodge City, Sedwick and possibly Hutchinson and Salina.

A grain elevator of 20,000 bushels' capacity is to be erected at Brock, Neb., for the Brock Grain Company. The plant will be motor driven and will be equipped with a 2,000-bushel leg, Fairbanks Hopper Scale, Fairbanks Truck Scale, truck dump and cleaner. The R. M. VanNess Construction Company has the contract.

#### SOUTHERN AND SOUTHWESTERN

A grain business is to be conducted at Hearne, Texas, by Wolfe Bryan.

An all steel truck lift has been installed at Burkburnett, Texas, by the Hunt-Rigsby Company

A grain and produce store has been opened at Goldthwaite, Texas, by W. T. Keese.

The name of the firm which A. D. Young is operating at Nowata, Okla., has been changed to that of the Young Bros. Grain & Hay Company.

Capitalized at \$50,000, the Goodman Grain & Elevator Company has been incorporated at Houston, Texas, by A. B., M. E., and L. G. Goodman.

The business of J. M. Dean at Weleetka, Okla., in grain, flour and feed, has been purchased by J. W. Dobbins & Sons, formerly of Dow, Okla.

An interest in the grain and coal business at Childress, Texas, of T. I. Peden has been sold to C. P. Sanders.

A grain elevator costing \$75,000 is being built at Laurel, Miss., for the Merchants Grain & Elevator Company.

The name of the Rothschild Brokerage Company of Fort Worth, Texas, has been changed to that of the Rothschild Grain & Commission Company.

The Western Grain Company, located at Lawton, Okla., has increased its capital stock here from \$20,000 to \$25,000.

L. W. Bitting Son & Co., have purchased the property formerly conducted at Chase City, Va., as Waller & Bitting, the latter company having been dissolved.

To deal in grain, flour and feed, the firm of Denton & Co., has been organized at Sapulpa, Okla., by J. O. Denton and Vernon Blake. They succeed Inman & Co.

Hagin-Upchurch & Peters and the grain and grocery department of the Baker & Holmes Company of Jacksonville, Fla., have merged and the business will be conducted by Hagin-Upchurch & Peters, whose capital stock has been increased



from \$50,000 to \$100,000. The company has no interest, however, in the building material business of the Baker & Holmes concern.

The Kansas City Southern Railway Company has made the announcement that it would increase the capacity of its elevator at Port Arthur, Texas, to 600,000 bushels.

E. A. Hefner, owner of a storage and transfer business, has purchased the grain, flour and feed business at Frederick, Okla., conducted by the Taylor Storage Company.

Capitalized at \$10,000, the Jeffus-De Loach Grain Company has been incorporated at Plainview, Texas. The incorporators are A. B. De Loach, W. N. Jeffus and L. C. Wayland.

The warehouse of the Heid Bros., Inc., of Vinton, Texas, which burned, is to be rebuilt immediately. The warehouse was destroyed with 15,000 bales of hay at a total loss of \$20,000.

A grain elevator is to be built this spring at Broken Arrow, Okla., for the Tulsa County Farmers Co-operative Company, replacing the plant which burned in October of 1921.

A distributing branch is to be opened at Beaumont, Texas, by the Colburn Grain Company of Orange, Texas, for handling the general grain business of the company. C. F. Camp will be in charge of the business.

The interest of Young Davitte in the Transit Grain & Commission Company of Fort Worth, Texas, has been sold to Leo Potishman. Mr. Davitte, it is said, may re-engage in the grain business later on.

G. W. Haynes, R. P. Powell, W. N. Price, W. L. Robinson and R. E. Norris have incorporated as the Dairy Men Milling Company of Memphis, Tenn., capitalized at \$75,000. The company owns and operates a grain elevator.

The Sanders-Barnard Mill Company of Dawson, Okla., has just completed a grain elevator and feed mill at Dawson, near Tulsa, Okla., and will manufacture mixed dairy feeds, corn chops, feed meal, meal, etc., besides handling all kinds of mill feeds and grain.

The Fayetteville, N. C., branch of the Adams Grain & Provision Company has been purchased by local capital. The business will be conducted as Sandlin & Co. The incorporators are D. U. Sandlin, president; R. L. Franck, vice-president; T. W. Crowson, secretary and treasurer.

An additional unit with capacity of 200,000 bushels is being added to the elevator of the Pearlstone Mill & Elevator Company at Dallas, Texas. When the new unit is completed, the storage capacity will be 500,000 bushels. The contract for this was let to the Jones-Hettelsater Construction Company of Kansas City, Mo.

The Chesapeake & Ohio Railroad is planning upon the expenditure of about \$8,000,000 in developing its property at Norfolk, Va., and Newport News, Va. The improvements include a coal pier, grain elevators and new equipment. The proposed grain elevator, which will cost \$1,000,000, will supplement the small grain elevator already in operation at Newport News.

## MINNESOTA AND WISCONSIN

Jacob Neuenberg is now manager of the Farmers Grain & Fuel Company at Wabasso, Minn.

Business has been started in the elevator of the Equity Elevator Company at Climax, Minn.

Smallfield & Delaney purchased at auction the Farmers Elevator Company of Hatfield, Minn.

The Luxembourg Grain Company of Luxembourg, Wis., has increased its capital stock to \$15,040.

H. O. Junkman of River Falls has leased the elevator at Elmwood, Wis., recently purchased by M. Kerg.

The Farmers Elevator Company of Hudson, Wis., has changed its name to the Co-operative Elevator of Hudson.

The Red Wing Feed Mill is rebuilding the old Danielson Elevator at Red Wing, Minn., which was burned a short time ago.

John E. Johnson of Havana, N. D., succeeds E. E. Evenson as manager of the Independent Elevator at Litchfield, Minn.

A new electrically driven attrition mill has been installed in the house of the Farmers Grain & Supply Company of Lakefield, Minn.

A new elevator is to be built at Lake Lillian (Bird Island), Minn., for the co-opreative association which was recently formed there.

The Thelen Bros. have a new elevator of 15,000 bushels' capacity ready for operation at Freeport, Minn. It has 14 bins and is operated by electricity.

Johannes Olsen is manager of the Ruthton Farmers Elevator at Ruthton, Minn. He was formerly with the Tyler Co-operative Company of Tyler, Minn.

The Dadman-LaBudde Company of Milwaukee, Wis., has bought a site of ground upon which it will erect a modern grain and feed warehouse, 90x

120 feet, of brick construction. It will have a capacity of 2,500 tons. Bids are being received for the building.

W. T. Dearing, Charles B. Mahon and Edgar F. Otto have incorporated at Phillips, Wis., as the Farmers Grain Company. The firm is capitalized at \$25,000.

The Farmers Elevator Company of Cokato, Minn., has renewed its articles of incorporation. John A. Peterson is president and P. H. Johnson, secretary of the company.

Wagner & Son of Minneapolis has bought the Empire Elevator at Hutchinson, Minn., owned by the Empire Elevator Company of Minneapolis. The change in management will take place April 1.

The Farmers Elevator Company of Norwood, Minn., has bought out the Security Elevators at Norwood, and Young America, Minn. The Young America house will be operated; while that at Norwood will be razed.

The Hanson-Barzen Milling Company of Thief River Falls, Minn., has leased the building and fixtures of the Farmers Elevator Company at Leonard, Minn. A complete line of flour, feed, seed, etc., will be handled and grain will be bought under the management of A. A. Scott.

The Russell-Miller Company of Duluth, Minn., has awarded the contract for the equipment of its new elevator at Rice's Point, Duluth, Minn., to the Weller Manufacturing Company of Chicago. The elevator will be modern in every particular and will be 184½ feet in height from water line to the top.

## WESTERN

Plans are being made for the erection of a 100,000-bushel elevator at Payson, Utah, costing \$25,000.

A grain and flour office has been opened at Los Angeles, Calif., by I. S. Laming of Pocatello, Idaho.

A grain elevator is to be built at Rosebud, Mont., replacing the house which burned down a short time ago.

Capitalized at \$75,000, The Dallas Grain & Flouring Mills Company has been incorporated at Portland, Ore.

An interest in Dorsh & Greening Company at Butte, Mont., has been purchased by Alfred Kain of Helena, Mont.

The Longmont Farmers Union Co-operative Elevator & Supply Company of Longmont, Colo., has reorganized and changed its name to that of the Union Milling Company. Its capital stock is \$100,000.

The Hudson Community Elevator, Inc., has purchased the property of the Hudson Farmers Co-

operative Elevator Company, Hudson, Colo. The company was organized for the purpose of retaining the elevator.

The capital stock of the Pioneer Seed & Grain Company at Burley, Idaho, is to be increased from \$25,000 to \$75,000.

A grain elevator costing \$10,000 is to be erected at Lincoln, Calif., for the Fayette Co-operative Elevator Company.

The capital stock of the Pacific Coast Elevator Company at Portland, Ore., has been increased from \$200,000 to \$1,000,000.

Harriet Liles succeeds the late R. B. Liles as president and manager of the R. B. Liles Grain Company of Colorado Springs, Colo.

The property of the Union Grain & Elevator Company of McCammon, Idaho, has been purchased by the George W. Muench Company of Ogden, Utah.

F. S. Elliott and G. L. Loro have formed a partnership and will conduct a grain and seed business as the Elliott Grain and Seed Store at Billings, Mont.

O. D. McCoy, L. McCoy, C. T. McCoy and T. R. Price have incorporated at Pocatello, Idaho, as the McCoy Grain Company. The firm is capitalized at \$25,000.

The Oregon Grain Company has sold its general merchandise store at Shaw, Ore., and in the future will conduct its grain warehouse only. F. J. Petzold was the purchaser.

A grain storage house is to be built at San Bernardino, Calif., at a cost of approximately \$100,000, by A. T. Ambler and C. S. Gamble of Pasadena, and A. W. Wagner of Alhambra.

The 35,000-bushel elevator, coal sheds and lumber yard of the Hawkeye Elevator Company at Maudlow, Mont., have been purchased by the Gary Hay & Grain Company of Bozeman.

George J. MacFadden, I. Daniels, Mabel Daniels and J. E. McClure have incorporated at Rockford, Wash., as the Rockford Implement, Feed & Grain Company. Its capital stock is \$10,000.

The Farmers Brokerage Company is to conduct a grain and brokerage business and insurance business at Milton, Ore. The incorporators are Bruce Shangle, Powell Plant and T. C. Frazier.

The name of the Robinson-Hunt Grain Company of Colorado Springs, Colo., has been changed to that of the Robinson Grain Company. There will be no change in ownership, officers or management.

The Worley Implement, Feed & Grain Company has filed articles of incorporation at Worley, Idaho, capitalized at \$10,000. The directors of the firm are J. E. McClure, O. McClure of Worley and I. Daniels of Rockford, Wash.

# OBITUARY

**BALLINGER.**—David Ballinger died at his daughter's home in Camden, N. J., aged 84 years. He had operated a flour and feed business at Paulsboro, N. J., for some time.

**BERGFELD.**—E. C. Bergfeld died recently at George, Iowa, where he was manager of the Farmers Elevator Company.

**BURGAN.**—John H. Burgan died recently from pneumonia. He was a prominent feed and flour dealer of Carnegie, Pa. His widow and three children survive him.

**BURK.**—Michael Burk died recently after an illness of about a month. Until two weeks before his death he was manager of the Western Elevator Company of Winona, Minn.

**CLEMENT.**—On February 11, Edward B. Clement died at his home in Minneapolis, Minn. He was an old time grain man and at one time had been associated with E. S. Woodworth in the Clement-Woodworth Company. Three sisters survive him.

**COOPER.**—Charles W. Cooper died from apoplexy, aged 62 years. He is a grain dealer operating at Merom Station, Ind.

**DUNCAN.**—W. S. Duncan died after an illness of several months at his home in Atlanta, Ga. Mr. Duncan was for 20 years at the head of the Duncan Grain Company. He retired in 1919 from active business because of poor health. His widow and one daughter survive him.

**DUTCHER.**—Charles A. Dutcher, an old time feed man, died at his home in Joliet, Ill., recently. He was connected with the American Milling Company of Peoria, Ill., when Colonel Winter was at the head of the company.

**FAY.**—S. A. Fay died recently at his home in Buffalo, N. Y., aged 86 years. He was a well known grain broker and flour merchant. He entered the grain and flour business at Millport, N. Y., after

the close of the Civil War in which he was a soldier on the Union side. He moved to Buffalo in 1894. His widow and four sons survive him.

**FLOWER.**—Frank Flower died at his home in Milwaukee, Wis., recently. He was with the Great Western Cereal Company, before the Quaker Oats Company bought out that concern, and was later with the M. G. Rankin Company of Milwaukee.

**FORBES.**—F. A. Forbes died suddenly on February 11 at East Haven, Conn. He was 63 years old and had been in the retail grain, flour and feed business at East Haven, Conn., for 41 years.

**GOODMAN.**—Peter S. Goodman died suddenly on February 18. Mr. Goodman was a well known grain statistician and was with Clement, Curtis & Co., of Chicago.

**GRAY.**—Apoplexy caused the sudden death of Alexander P. Gray, manager of the Farmers Elevator Company of Mandan, N. D. He was just recovering from a severe attack of pneumonia when stricken by apoplexy.

**GREEN.**—David S. Green died, aged 83 years at Louisville, Ky. He was the surviving member of the old grain and brokerage company of John W. and D. S. Green, and when John W. Green died some years ago he formed connections with J. J. B. Hillard & Son.

**GREY.**—Thomas J. Grey died, aged 78 years, at his home in Chelsea, Mass. He was a well known grain and seed dealer of Boston, Mass. He was formerly at the head of Thomas J. Grey Company, dealers in grain, seed, and farm implements.

**HOLBROOK.**—George O. Holbrook died suddenly on January 31 at Onawa, Iowa. He was owner of the Illinois Central Elevator and a director of the Onawa Co-operative Company.

**HALL.**—C. E. Hall died at his home in Vancouver, B. C., recently. He with his son, J. E. Hall,



established the Vancouver Milling & Grain Company, Ltd., some years ago. Mr. Hall retired several years ago from active business.

**IDE.**—Elmore T. Ide died recently at St. Johnsbury, Vt. He was one of the leading grain dealers of northern Vermont.

**INGLIS.**—John Inglis died on March 2 at his home in San Diego, Calif., at the age of 82 years. He was for years with Logan & Bryan of Chicago and New York. His widow, five daughters and five sons survive him.

**KELSO.**—Robert M. Kelso died on February 22. He was sales manager of the Fort Worth Elevator Company of Fort Worth, Texas, and was one of the most widely known grain dealers in the Southwest. He lived at Forth Worth, Texas, where he was a charter member of the Fort Worth Grain & Cotton Exchange.

**LICHTENBERG.**—F. William Lichtenberg died aged 80 years. He was the oldest member of the Detroit Board of Trade and had been interested for years in the grain, produce and feed business. He was president of the Board for two terms.

**MACAROW.**—Pneumonia caused the death of H. F. Macarow, a grain broker of Hazleton, Pa., while on a visit to Allentown, Pa.

**MAXFIELD.**—On February 23, Kinsey Maxfield died of bronchitis at Minneapolis. He was one of the original incorporators of the Chamber of Commerce of Minneapolis and for years was state grain inspector and was later member of the grain commission firm of Maxfield & Herrick. He was also for years official grain sampler for the Chamber of Commerce. His widow survives him.

**MORAN.**—Patrick T. Moran, a feed and flour jobber at Washington, D. C., died at a Baltimore hospital, where he had been under treatment for over three years, on February 22. About 30 years ago he started in the feed and flour business and built up one of the largest wholesale and retail feed and flour houses in the district.

**NIEMAN.**—L. A. Nieman was run down and killed by an automobile recently. He was an employe of the Osborne-McMillan Elevator Company of Minneapolis, and at one time had been in the grain business at Duluth. He was 40 years old.

**OMAND.**—William Candlish Omand died recently after a short illness, following an operation for appendicitis. He was a well known member of

the Toronto Board of Trade and a prominent figure in the grain and flour trade in that city. His widow and three children survive him.

**PAINE.**—Franklin Paine died on February 21 at Los Angeles, Calif., where he lived for about four years. He had been manager of the Duluth Board of Trade Clearing House for about 25 years.

**PERKINS.**—Edward L. Perkins was drowned recently. He was formerly superintendent for R. G. Davis & Sons, grain merchants located at New Haven, Conn.

**RANDALL.**—Frederick B. Randall died on March 4 from heart trouble. He was secretary of the Mann Bros. Linseed Company and was prominent in trade circles in Buffalo, N. Y., where he lived. He was 40 years old.

**RANKIN.**—Maynard G. Rankin died suddenly at his home in Milwaukee, Wis., aged 61 years. He was a well known Milwaukee grain merchant and was actively engaged in business until a short time before his death.

**READFIELD.**—O. A. Readfield died on February 13. Mr. Readfield had been connected with the Minnesota State Grain & Scale Inspection Departments for 35 years and was a resident of Minneapolis, Minn.

**RENTON.**—Thomas T. Renton died at Kingston, Ont., on February 24. Mr. Renton was at one time manager of the Toronto office of James Richardson & Sons, Ltd.

**SENTNER.**—John Sentner died at Philadelphia, Pa., aged 72 years. He was widely known in the grain and feed business.

**SETTERDAHL.**—Victor E. Setterdahl died recently at Galesburg, Ill. He was for seven years manager of the Woodhull Grain Elevator Company of Woodhull, Ill. He was active in the Farmers Grain Dealers Association of Illinois.

**SYLER.**—On February 1, Harvey Syler died at Orrville, Ohio, where he was formerly engaged as a hay shipper.

**WHIPPLE.**—J. William Whipple died at Wakefield, Mass. He was formerly of Manchester, N. H., and for years was a member of the wholesale grain firm of Pettee & Whipple.

**ZEITER.**—Jacob A. Zeiter died on February 2. He was formerly manager of the Sneath-Cunningham Company's elevator at Swander (Tiffin p. o.), Ohio.

by fire on February 12 together with 1,700 bushels corn. T. S. Epperson's grist and feed mill was also destroyed with a loss of \$6,000.

**Seneca, S. D.**—On February 27 fire from an unknown cause originated in the elevator of the Farmers Elevator Company, doing a small damage.

**Bunker Hill, Ill.**—Fire damaged the stock and destroyed the elevator here operated by Jacob Mamie on February 15. The cause of the fire is unknown.

**Hopewell (P. O. Fravel), Kan.**—Fire destroyed completely, with 2,500 bushels wheat, the grain elevator of the Producers Grain Company. E. M. Smart is manager.

**Searsboro, Iowa.**—Fire destroyed the office building at this place occupied by the Bowen Grain Elevator & Lumber Company. The loss amounted to \$2,000; insurance, \$1,500.

**Wheeler, Mich.**—Fire supposed to have started from a locomotive spark caused a small damage to the elevator of the Breckenridge Farmers Elevator Company on February 22.

**Huntington, Ind.**—Fire destroyed with a loss of \$2,500, the office, and motor and scale house of the Simpson Elevator Company. The elevator itself was not damaged.

**Ada, Okla.**—Fire destroyed the property of the Choctaw Cotton Oil Company and damaged the elevator here. Plans are being made to replace the machinery in the elevator.

**Hunters Creek, Mich.**—The elevator owned by the Millers Bros. of Chicago, was destroyed by fire, the contents also burned entailing a loss of \$10,000. Insurance of \$4,000 was carried.

**Altamont, Kan.**—Quite a serious loss was sustained on March 1 by the Farmers Co-operative Elevator Company when fire started in its elevator from some unknown cause.

**Guernsey, Sask.**—Fire destroyed, with a loss of \$20,000, the elevator of the Lake of the Woods Milling Company here with 8,000 bushels wheat, 5,000 bushels oats and 900 sacks of flour.

**Fairbury, Neb.**—Fire destroyed with a loss of \$20,000, the Fairbury Alfalfa Mills on March 5. The building and contents were a total loss. W. P. Lucas and Ora Coy owned the plant.

**Getzville, N. Y.**—The feed store of the L. R. Steel Company burned with a loss of \$12,000. A large quantity of chicken feed and some grain were destroyed. The cause of the fire is unknown.

**Cheviot, (Cincinnati p. o.), Ohio.**—Fire damaged the Leisgang Hay & Grain Company recently. The fire resulted when an oil lamp exploded while an auto truck was being drained of gasoline.

**Picher, Okla.**—The Stauffer-Cammach Grain Company sustained a small loss by fire recently from an unknown cause which damaged their warehouse and barn. The exact date was not reported.

**Brunswick, Mich.**—Fire originating in the warehouse of the Tri-County Farm Bureau Market Association on February 14 did slight damage to the belt and electric wiring. The cause was undetermined.

**Sweetgrass, Mont.**—The line elevator of the International Elevator Company here, together with 18,000 bushels of wheat and several thousand bushels of oats, rye and flax was destroyed by fire on March 2. The loss is covered by insurance.

**Wheeling, W. Va.**—The building occupied by the Market Street Grain & Feed Store was destroyed by fire. C. H. Becker, owner of the building and business, has secured temporary quarters where he will operate. The loss amounted to \$40,000.

THE world production of oats for 1922, in so far as statistics are available, amounts to 3,113,284,000 bushels. The total production of 24 countries amounts to 3,017,538,000 bushels as compared with 2,742,438,000 bushels for the same countries last year and an average production of 3,007,782,000 bushels for 1909-13. The principal countries for which no estimates have been received as yet are Austria, Denmark, Norway, Russia and Australia. The production for the United States and Canada for 1922 amounted to 1,788,132,000 bushels as compared with 1,486,970,000 bushels last year. For 15 countries in Europe the 1922 production is 1,169,845,000 bushels against 1,175,223,000 bushels last year.

THAT pound of navy beans you just bought may have done some traveling before it got as far as the grocery store, for this nation has become such a country of bean eaters that world markets are searched by American importers, the domestic supply not keeping up with the demand. Rumania is an important bean producing country, and with her recently acquired territories expects to produce about 1,760,000 hectolitres of the pellets annually. The ordinary "navy" bean is the most extensively cultivated and is exported in large quantities. During the first seven months of this year nearly 40,000 tons were exported. The beans are bought up largely by the peasants' co-operatives, which supply the local markets, and by agents of exporters, who are in many cases local banks.

## FIRES—CASUALTIES

**Tecumseh, Kan.**—Fire destroyed on February 12, the grain elevator here.

**Alpena, S. D.**—Fire damaged slightly the elevator of Siberz Bros. & Craig recently.

**Epping, N. D.**—The Victoria Elevator here burned. The plant will be rebuilt at once.

**Minneapolis, Minn.**—Fire damaged the property of the Armstrong Seed Company with a loss of \$3,000.

**Tioga, N. D.**—Fire damaged the elevator of O. A. Nelson on February 8. The cause of the fire is unknown.

**Alpena, S. D.**—The Betts Elevator here was destroyed by fire on February 20 with a loss of \$20,000.

**Omaha, Neb.**—Fire destroyed with a loss of \$30,000, the hay warehouse and office of the Omaha Hay Company.

**Monroe Center, Ill.**—The elevator of the A. J. & C. A. Crosby Company was damaged by fire on February 11.

**Bailey's Harbor, Wis.**—The grain elevator and mill of Carl Preuter were destroyed by fire with a loss to owner of \$1,000.

**Nooksack, Wash.**—Fire destroyed the Farmers Exchange Warehouse. It is being used to house feed milling equipment.

**Round Pond, Ark.**—Fire destroyed the feed mill and general store of H. H. Harden with a loss of several thousand dollars.

**Guymon, Okla.**—Fire destroyed, with a total loss of \$16,000, the warehouse and grain, feed and flour store of the Phillips Bros.

**East Pembroke, N. Y.**—Fire destroyed on March 5 with a loss of \$60,000, the feed and bean house of Eugene H. Miller & Son.

**Ilene (mail Elnora), Ind.**—The elevator of the Ilene Grain Company burned on March 1. The cause of the fire is unknown.

**Diller, Neb.**—The grain office and fixtures of the Nye-Schneider-Jenks Company burned on February 12, resulting in a small loss.

**Primrose, Neb.**—The Farmers Elevator, warehouse and coal sheds burned on February 2. The

fire is believed to have started in the engine room. A new elevator will be erected as soon as arrangements can be made.

**Rantoul, Ill.**—Due to overloading, the Sharp Elevator burst recently, scattering three carloads of shelled corn over the ground.

**Opelousas, La.**—The rice warehouse of T. Hinchcliffe and H. J. Landers burned with a loss of \$20,000 to contents and building.

**American Falls, Idaho.**—Fire destroyed with a loss of \$20,000, the elevator and grain platform of the Intermountain Milling Company.

**Seabee, Ky.**—Fire destroyed almost completely the grain elevator and mill of Powell & Korb at this point. The fire was of unknown origin.

**Dalton, N. Y.**—On February 15 fire of unknown origin broke out in one of the elevators operated by Fred Van Ostrand and Ewart Lake.

**Nampa, Idaho.**—Fire damaged to the extent of \$2,000, the plants of the Nampa Seed & Grain Company and that of the Nampa Poultry Company.

**Oroville, Wash.**—A large grain and hay warehouse, owned by W. E. Payne and F. S. Beale, was burned together with a large quantity of hay.

**Wallace, Neb.**—Fire damaged the elevator of the High Line Grain Company with a loss of \$11,000. Two thirds of the loss was covered by insurance.

**Verndale, Minn.**—Fire starting in a defective chimney caused a serious damage to the house of the Pettit Grain & Potato Company on February 17.

**Kalispell, Mont.**—On February 24 the Equity Supply Company sustained a small damaged loss from fire in its elevator due to a defective chimney.

**Mylo, N. D.**—The Farmers Elevator Company sustained quite a serious loss on March 1 when fire started in their elevator from an undetermined cause.

**Bryant, S. D.**—Fire starting in the engine room of the Farmers Elevator Company destroyed that elevator and 15,000 bushels of grain. The elevator building was insured for \$4,500 and the grain was insured for \$9,000.

**Trimble, Tenn.**—The grain shed of the West Tennessee Grain Company at this point was destroyed



# TRANSPORTATION

## NEW YORK CENTRAL AND THE CANAL

Attorney General Sherman of the State of New York has taken steps to compel the New York Central Lines to connect their tracks with the \$2,300,000 barge canal terminal at Erie Basin in Buffalo Harbor, filing a formal complaint with the Interstate Commerce Commission.

## NORTH DAKOTA INVESTIGATION

An investigation into railroad freight rates on grain and grain products, particularly with a view to removing alleged discriminations said to exist against Grand Forks and the state owned elevator, has been ordered by the North Dakota Railroad Commission. The order is directed to the Chicago & North Western Railway Company, the Chicago, Milwaukee & St. Paul, the Farmers Grain Shipping Company, the Great Northern, the Midland Continental, the Soo Line and the Northern Pacific. No date has yet been set for the hearing.

## WHEAT PRODUCTS RATES

An order of dismissal has been recommended by Examiner T. John Butler, in a report on No. 13678, Colorado Milling & Elevator Company vs. Director General, on a finding that rates on wheat products from intermediate points in eastern Colorado higher than those from Colorado common points to destination in Iowa, Missouri, Minnesota and Pennsylvania, were not unreasonable, unjustly discriminatory, unduly preferential or prejudicial, and were authorized by fourth section order No. 7316. The complaint involved 16 carloads of wheat, 9 carloads of which were milled in transit.

## CARS ON HOME ROADS

The per cent of home cars on home roads for Class I roads as of February 15 was 48, according to the semi-monthly bulletin of the car service division of the American Railway Association. The percentages by classes of equipment were as follows: Box, 36.7; refrigerator, 54.5; gondola, 54.5; stock, 65.7; flat, 63.2; all freight, 48.

The semi-monthly bulletin of percentages of freight cars on line to ownership as of February 15 showed the following: Eastern district, 104.9, as against 98.9 a year ago; Allegheny district, 98.3, as against 101.3 a year ago; Pocahontas district, 79.3, as against 88.3 a year ago; Southern district, 100.4, as against 98.5 a year ago; Western district, 93.6, as against 97.2 a year ago; all districts, 97.7, as against 98.2 a year ago; Canadian roads, 88.1, as against 92.4 a year ago; Mexican roads, 110.7, as against 106 a year ago.

## PANHANDLE RATES UNREASONABLE

In a report on No. 13518, Federal Grain Company et al. vs. A. T. & S. F. et al., Examiner John B. Keeler, recommended a finding that the interstate rates on grain from the Panhandle of Texas and from eastern New Mexico to Kansas City were and are unreasonable and that the relationship between such rates and the interstate and intrastate rates on the same commodities from the same points of origin to Shreveport and points in Texas were and are unduly prejudicial to Kansas City and unduly preferential of Shreveport and points in Texas.

The scale applicable on wheat recommended by the examiner begins with 8.5 cents for distances not greater than 10 miles for single line and 11 cents for joint line hauls, progressing to 16.5 cents at 100 miles for single line and 19 cents for joint line hauls, 23 and 25.5 cents at 200 miles, 27 and 29 cents at 300 miles, 32 and 33 cents at 400 miles, 36 cents at 500 miles for both kinds of hauls, 37 cents at 600 miles, 39 cents at 700 miles, 42 cents at 800 miles, and 44 cents at 900 miles.

Keeler recommended rates of 90 per cent of the scale for coarse grains.

## TRANSIT RATES FROM MINNEAPOLIS

The question of what rates to apply on grain in the Twin Cities elevators on which transit privileges have expired has been long controverted. The schedules filed by the Omaha, the Great Northern, the Soo Line and the Northern Pacific, suspended in I. and S. No. 1725, according to the protests of the Chicago Board of Trade, Duluth Board of Trade, Indianapolis Board of Trade, Southern Minneapolis Mills, and the Milwaukee Chamber of Commerce, are regarded as an effort on the part of the railroads serving the Twin Cities to move the grain that has lost its transit privileges at rates that would unduly prejudice the interests of their members.

The Commission condemned the proposal to waive the time limit on the grain in question as a violation of law. The protestants believe the proposal to make rates on grain from St. Paul and Minne-

apolis to Duluth, applicable to grain to be forwarded by boat from Duluth and the grouped ports would be a violation of the spirit if not of the letter of the law. The proposed rates are denominated local rates by the carriers in their publication, although limited in their application to grain to be given further transportation by boat. The rates carried in the suspended tariffs would be 6.5 cents on wheat and 6 cents on coarse grains. The rates at present are 13 and 11.5 cents, and, as contended by the protestants, are the ones applicable to the grain in question if and when moved.

## CAR SURPLUS AND SHORTAGE

The average daily shortage of freight cars in the period February 15-22 totaled 76,900 as against 72,855 in the preceding period while the average daily surplus totaled 20,786 as against 27,172 in the preceding period, according to the car service division of the American Railway Association.

The shortage was made up as follows: Box, 28,205; auto and furniture, 1,882; total box, 30,087; flat, 3,238; gondola, 16,320; hopper, 22,877; all coal, 39,197; coke, 263; S. D. stock, 947; D. D. stock, 293; refrigerator, 2,095; tank, 1; miscellaneous, 779; total, 76,900.

The surplus was made up as follows: Box, 4,923; ventilated box, 10; auto and furniture, 142; total box, 5,075; flat, 676; gondola, 2,279; hopper, 3,043; total, all coal, 5,322; coke, 75; S. D. stock, 5,577; D. D. stock 103; refrigerator, 3,418; tank, 71; miscellaneous 469; total, 20,786.

## CONDITION OF FREIGHT CARS IMPROVING

Fewer freight cars were in need of repair on February 15 than at any time in the last two years, according to reports just filed by the carriers with the car service division of the American Railway Association.

On that date, 206,585 or 9.1 per cent of the cars on line were in need of repair. This was a decrease since February 1 last of 2,886.

On February 15 last year, 332,614 or 14.5 per cent of the freight cars on line were in need of repair, while on February 15, 1921, the total was 220,420 or 9.7 per cent.

Freight cars in need of heavy repair on February 15 last numbered 153,541. This was a decrease of 4,317 compared with the number in need of such repair on February 1, while cars in need of light repair totaled 53,044 cars, an increase, however, of 1,431 during the same period.

## GRAIN MARKETS DISPUTE RATES

The conflicting interests of grain markets, says the *Traffic World*, were set before the Commission March 8 in an all-day argument on the recommendation made by Examiner McQuillan, in a report on No. 13033, Atchison Board of Trade vs. Atchison, Topeka & Santa Fe et al., that the rate on wheat from Omaha to Duluth be increased from 17.5 to 23 cents, which would put Omaha one cent under Kansas City and permit the Missouri River markets below Omaha to go north with their grain at no greater difference over Omaha than Omaha goes south over Kansas City, namely, one cent.

Participating in the argument were W. R. Scott for the complainant, C. T. Vandenoever for the Southern Minnesota Mills, M. H. Strothman for the Minnesota Traffic Association, F. S. Keiser for the Duluth Chamber of Commerce, R. J. Hagman for the Omaha and Great Northern railroads, H. C. Wilson for Sioux City, J. A. Kuhn for the Omaha Grain Exchange, H. J. Campbell for the Chicago Board of Trade, C. J. Kucera for the Kansas City Millers' Club, F. H. Towner, Chicago Great Western, and L. C. Mahoney for the C. B. & Q. Railroad.

In behalf of Duluth, Mr. Keiser contending that it would be harmful, objected to the proposed change in relationships, while the others spoke for the interests as they appeared to be affected by the change. By those favoring the proposal of the examiner, the change was denominated a restoration of the old relationship. Mr. Wilson for Sioux City interests said he did not care to discuss the matter because the Sioux City rate was not directly involved, but he was prepared to answer questions.

At present Omaha and Sioux City have the same rates to Duluth. In behalf of Duluth, Mr. Keiser contended the effect would be to deprive Duluth of one market through which to draw wheat. Answering a question as to whether Duluth used the Omaha market he vigorously assured the commissioners that Duluth did go to Omaha for grain. Mr. Kuhn, in discussing the proposal of Kansas City, put forward in this case, for a rate no higher than Omaha, said he did not believe that proposal was seriously made.

Mr. Hagman said the roads represented by him

felt they should be permitted to haul grain from Omaha to Duluth because they did not reach the other markets farther down the Missouri. Answering a question as to whether they were satisfied with the 17.5 cent rate now in effect, he said that that rate yielded about seven mills, while extension of the Omaha rate to Kansas City would give the railroads carrying from the lower crossing to Duluth something like five mills.

Mr. Keiser insisted that the Commission should adhere to its finding, in a prior case, that there were no transportation conditions that warranted imposing any higher proportional rate on grain from Omaha and Sioux City to Duluth than on grain to Chicago. He said that raising the rate from Omaha would have the effect of eliminating Duluth from the competition at Omaha and tending to force the grain through Chicago and other Lake Michigan ports.

## ADVISES CHANGE IN TEXAS GRAIN RATES

In a report just made to the Interstate Commerce Commission by Examiner Keeler it is held that the entire rate structure on Texas intrastate shipments of grain and grain products should be changed, some decreases resulting from the proposed readjustment, but the majority being increases.

It is proposed to change the present rates reaching their maximum at 200 miles to a scale running out at 900 miles, maximum rate on wheat to be 44 cents, on corn and other coarse grains to be 39½ cents.

No differentials are proposed for movements to and from points in differential territory and this will result in decreases in rates on movements between points in differential territory and points in the present common point territory, for short distances. For instance, the present rate on wheat from Stratford to Fort Worth is 35 cents per 100 pounds. Under the proposed adjustment it will be 34½ cents. From Stratford to Amarillo the present rate is 25 cents. Under the proposed adjustments it would be 18 cents. The present rate, however, from Higgins to Corpus Christi on wheat is 28 cents per 100 pounds, but under the proposed rate it will be 44 cents per 100 pounds.

This report results from a case heard by the Interstate Commerce Commission in Kansas City, Mo., early last year before Examiner Keeler. Exceptions to the proposed report will be filed by the Texas Chamber of Commerce and the Railroad Commission of Texas will probably be asked to hold a hearing in regard to the matter before any changes are made.

## HEAVY LOADING IN 1922

The following statement is authorized by the car service division of the American Railway Association:

More cars were loaded with agricultural products during the year 1922 than ever before in the history of the railroads.

Loading of grain and grain products alone increased approximately 7 per cent over 1921, when such shipments were the heaviest on record. There also was an increase in 1922 in the number of cars loaded with grain and grain products of approximately 33 per cent over 1920.

For the 50 weeks this year complete reports show 2,370,625 cars loaded with grain and grain products. This was an increase of 144,780 cars, compared with the same period last year, and an increase of 585,634 cars over the corresponding period in 1920.

Cars loaded with livestock during 1922, according to incomplete reports, increased approximately 9 per cent over 1921, and increased approximately 5 per cent over 1920.

A new record in the number of cars loaded with all commodities, except coal, was also made in 1922, when there was an increase of more than 15 per cent over 1921, and nearly 3 per cent over 1920. Loading of all commodities, other than coal, amounted to 35,074,090 cars from January 1 this year to December 16. This was an increase of 4,680,720 cars, compared with the corresponding period last year, and an increase of 938,188 cars, compared with the corresponding period in 1920.

Notwithstanding the five months' coal strike, coal production in 1922 nearly equals that of last year. By the first week in January it is estimated that it will equal that for 1921. Up to December 16, this year, 7,093,638 cars had been loaded with coal compared with 7,734,627 during the corresponding period last year, and 9,731,796 during the same period in 1920.

The railroads in 1922 also moved more merchandise and miscellaneous freight, which includes manufactured products, than ever before in history, there having been an increase of approximately 14 per cent in the number of cars loaded in 1922 over 1921 and approximately 6 per cent over 1920, when freight traffic was the heaviest in the history of the railroads. Movement of merchandise and miscellaneous freight is one of the best indices to business conditions to be found.

Loading of merchandise and miscellaneous freight up to December 16 last totaled 26,252,434 cars. This was an increase of 3,145,601 cars over the same period in 1921, and an increase of 1,419,012 cars in 1920.

Tentative reports show that loading of forest products in 1922 considerably surpassed the total for last year, but was slightly below that for 1920. Loading of that commodity for the first 50 weeks of this year totaled 2,855,437 cars. This exceeded the same period last year by 425,424 cars, and was within 152,594 cars of the total for the same period in 1920.

THE estimated value of all field crops produced in Kansas in 1922 was \$289,696,000 as compared with \$226,705,000 in 1921, or an increase of \$62,991,000, according to an annual summary announced by E. C. Paxton, agricultural statistician for Kansas for the United States Department of Agriculture.



# HAY, STRAW AND FEED

## RECORD TAME HAY CROP

A record crop of tame hay was raised in Wisconsin during 1922, with 5,600,000 tons to its credit; in 1921, a crop of 4,200,000 tons was raised. The increase was due in large part to a larger acreage and a yield of 1.75 tons per acre of Clover and Timothy hay, compared with 1.28 a year ago.

## ALL HAY SELLS HIGHER

"Continued light receipts and a strong demand forced further price advance all along the line," says Albert Miller & Co., of Chicago in a recent letter. All grades of tame hay especially meeting a ready demand. In fact you could not ask for a more favorable market than we have at present and we urge that you get some hay rolling to us at once and you will be pleased with the sales we will make."

## ASK REDUCTION IN LICENSE FEE

An amendment has been proposed by Pennsylvania State millers that the license fee of \$25 for the registration of pure bran and middlings be reduced to \$1. This amendment would cover pure bran and middlings from rye, buckwheat and wheat, pure cornmeal and pure corn and oats chops, as manufactured by everybody inside and outside the state, but when screenings or mill sweepings are added to these products they would go back under the \$25 license fee, the same as for all feeds. It is believed that the registration fee will be set around \$5, instead of \$1.

## LEGUMES IN MINNESOTA

The year 1923 will see more Alfalfa, soybeans and other legumes planted in Minnesota than has any other year, says Pro. A. C. Arny of the Agronomy and Farm Management Division of the University of Minnesota. Prof. Arny in talking about the need of Grimm Alfalfa in the state said:

"It is distinctly a Minnesota product. It is that hardy variety which is fast becoming the standard in the northern states and is grown with success in eastern Asia, southern Africa, and South American countries, on lands having high altitudes where only hardy plants can thrive. Minnesota has large areas adapted to the production of Grimm Alfalfa seed. While the hay crop is the biggest factor, another industry, that of growing and marketing pure Grimm Alfalfa seed, can be built up."

## FIRST MONTH OF FEDERAL HAY INSPECTION

During January, the first month of the Federal inspection of hay, 378 inspections and 18 reinspections were made.

An examination of the certificates issued shows the need for greater care in production and harvesting and the necessity for improvements in loading for market. Of the 353 cars graded according to Federal standards, 3 per cent were No. 1; 25 per cent, No. 2; 54 per cent, No. 3; 3 per cent, No. 4; and 15 per cent, sample grade. Over 4 per cent of these cars contained foreign material. Nearly one-third of all cars inspected were unevenly loaded some containing as many as six different grades. These shipments according to inspectors, nearly always sell at a discount, which could be avoided by proper care in loading.

## TIMOTHY FIRM AT ST. LOUIS

BY S. F. LARRIMORE

The Timothy hay market continues to rule firm, with an excellent local demand for the better grades which are selling readily at full prices. The medium and lower grades are quiet but steady, the demand being fair. The situation promises a steady market for some time to come as the movement of hay is light from the country and the trade is beginning to buy more freely. Light Clover Mixed is strong, with an active local demand for good light mixed. There is also a good shipping demand for the medium grades. Heavy Clover Mixed is steady and firm, with receipts being taken up almost as rapidly as they come in. The pure Clover hay situation is excellent. Receipts of Clover hay are light and there is an urgent local demand for good Clover. Number 2 grades are quiet but steady. The Prairie hay market is quiet but steady, the demand being very good for high grade, but nothing much doing for the lower grades.

The Alfalfa situation during the past month has ruled rather quiet, due to liberal receipts and a rather limited demand from the South and from the milling interests. The South has been liberally supplied with hay from St. Louis and Kansas City—in fact there has been a rather liberal movement of Alfalfa hay reshipped from Kansas City to St.

Louis, owing to the overcrowded condition of the Kansas City market. The mills are more than oversupplied with hay and meal and there is little prospect of their being in the market for some time. The cold weather stimulated the demand to some extent, but it was readily supplied with liberal offerings. The St. Louis market looks for steady values in Alfalfa, feeling confident that the low ebb has been reached, and should look for a gradual reaction from present values.

## NEW TEXAS HAY GRADES

The following grades on Alfalfa hay are now effective in the State of Texas, and were recently published by Charles E. Baughman, Texas State Commissioner of Markets and Warehouses:

Choice Alfalfa—shall be reasonably fine leafy Alfalfa, of bright green color and may contain either 5 per cent foreign matter or bleached Alfalfa, or 5 per cent of both combined. Well cured, sound, sweet and well baled.

No. 1 Alfalfa—May be reasonably coarse leafy Alfalfa, of green color, or reasonably fine leafy Alfalfa of good color, and may contain either 10 per cent foreign matter or bleached Alfalfa, or 10 per cent of both combined, well cured, sound and well baled.

Standard Alfalfa—may be of greenish color, of coarse or medium texture, 20 per cent bleached Alfalfa and 5 per cent foreign matter; or it may be



TRUCK AND STORE DECORATIONS FINANCED BY THE RALSTON-PURINA COMPANY

of a greenish cast, of fine or medium texture, 20 per cent foreign matter and 10 per cent bleached Alfalfa. All of same to be sound and well baled.

No. 2 Alfalfa—shall be any sound and well baled Alfalfa, not good enough for standard.

Any Alfalfa that contains enough grass burrs or Russian thistle to materially affect its feeding value or handling, will be classed as Alfalfa containing excessive burrs, or may be classed as no grade Alfalfa.

## KANSAS CITY BADLY HIT BY RAISES IN HAY RATES

BY B. S. BROWN

That the southwestern hay traffic has been demoralized as a result of the present freight rate was brought out by Newton C. Campbell, president of the Kansas City Hay Dealers' Association, in the freight rate case hearing before William R. Hunter, examiner for the Interstate Commerce Commission, at the Coates House, Kansas City, recently. Hay, of all farm commodities, has been hardest hit, according to Mr. Campbell. The effect the freight costs had on the Kansas City market, which is the largest primary hay market in the United States, was pointed out by Mr. Campbell, when he showed that hay receipts there have dropped from 46,000 cars in 1920 to 19,000 in 1922.

"Hay has suffered most in the freight raises of 1919," declared Mr. Campbell, "because it is of cheap bulk value and is nearly always transported long distances to the consumer."

Mr. Campbell filed as an exhibit the freight bill of a recent shipment of hay from Gooding, Idaho, to Magnolia, Ark., which amounted to \$20.30 a ton for transportation alone. The original value of the hay a ton at Gooding, Mr. Campbell explained, was \$11.

"Add to these costs the various dealers' reasonable profits," he said, "and the hay can not be sold

for less than \$35 a ton. At such a figure the southern cotton farmer, who is by far the greatest normal buyer of hay, cannot afford to feed it and is forced to cultivate substitute forage."

The immediate result, he said, has been to demoralize the western hay farmer, who can no longer market his produce, and also to vastly reduce hay traffic. Mr. Campbell said the two increases in hay rates in 1919 amounted to approximately 67 per cent of the pre-war price.

## FIFTY YEARS IN THE HAY BUSINESS

The New York Hay Exchange Association on February 28 paid its respects to a man who for 50 years has been an outstanding figure in the hay business of that city, and in fact, in the hay business of the entire country—Edward A. Dillenbeck of New York City. Mr. Dillenbeck celebrated his fiftieth anniversary in the hay business in New York City on the same date as he celebrated his seventy-eighth birthday anniversary and the members of the New York Hay Exchange Association paid their homage at a dinner at the Hotel Martinique. Mr. Dillenbeck has not confined his attentions to the New York association but has been active in the affairs of the National Hay Association. Among the speakers at the dinner were: Former secretary of state of New York, Hon. Francis M. Hugo; Hon. Andrew F. Murray, former assemblyman, New York State; Dan S. Wright, ex-president of the National Hay Association; Fred M. Williams, ex-president New York State Hay Association, and William H. Clark.

## A FEED TRADEMARK THAT TALKS

In its widespread use of the famous checkerboard and the policy of helping dealers decorate their buildings and trucks with the design, the Ralston-Purina Company, Inc., makers of Purina Chows for all domestic animals, exemplifies two of the cardinal points in prepared feed salesmanship.

The consistent and long continued use of the checkerboard has made the feed bags recognizable at sight to thousands of dealers and farmers. This familiarity has established a good will which is of great value.

This value shows itself in many ways, but primarily it is useful to the salesman, whether from the Purina company of a local dealer selling to the farmer. The introductory talk is dispensed with. The buyer knows the feeds; knows that they are widely used as he sees the checkerboard sacks everywhere; and all the salesman has to do is to convince the buyer that the Purina line will best meet his requirements. When a feed is well advertised such convincing is comparatively easy.

The second feature of the helpful policy of the company lies in the fact that this advertising co-operation is extended only to firms which handle the Purina line exclusively. Hundreds of feed dealers will testify to the advantages of putting all their eggs in one basket and then watching that basket. The lazy dealer who is a mere order taker, trying to meet every whim of the poultry or stock feeder, never gets as far as the man who carries a straight line and then goes out to sell that line. The latter has manifold advantages over the man with several brands to dispose of. In the first place he can talk more convincingly if he has first "sold himself" on the product he handles. Every time the mixed brand dealer boosts one brand he is drawing invidious comparisons with the balance of his stock. The one line man can advertise to better purpose and can work up a trade and hold it if he handles a quality line. By long odds it is the dealer's best policy to investigate fully, select a brand of feeds that he is convinced will show results, and then push that brand with all the energy and ingenuity that is in him.

The Purina Mills have shown that they are quite ready to co-operate. Their checkerboard signs



and checkerboard trucks are conspicuous and attractive and every farmer knows what they stand for. At the present time there are several thousand of these signs and trucks throughout the country.

But this is not the only way the company helps sales. The Purina Mills keeps one of their own trucks on the road most of the time, usually accompanied by several women feed experts who demonstrate the feeds to stock raisers and particularly to women poultry raisers. They give the expert advice free, and their appearance in a neighborhood invariably means an increase in sales for the local dealer, for the women know their business and are good salesmen. It is a bad year indeed when they report there is no market for mixed feeds.

## HAY RECEIPTS FALL OFF

The hay market for the past two weeks has been entirely dominated by two factors, namely poor conditions of the country roads and the very serious car shortage that is in effect at the present time. As a result of the combination of these conditions, the receipts at Cincinnati have fallen off to a very marked degree, and the supply is so far below the demand that prices have been going higher almost every day.

We regret very much that these conditions should occur at this time, but it now looks as though there is going to be a large surplus of hay at the end of this season which will probably cause a very dull and low market at that time. Every available car of hay should be loaded out now.

The grain market is beginning to feel the same sort of condition as the hay market, and we look for very light receipts during the next week. There is a very good cash demand for both corn and wheat. We would not be at all surprised to see higher prices during the month of March.—*The Mutual Commission Company, in letter of March 12.*

## NEW FEED BRANDS

"MAK'EM BIG" hog food. Maurice River Pack-



ing Company, Camden, N. J. Filed February 7, 1921. Serial No. 143,286.

## LIFT BLACKSTRAP MOLASSES TARIFF

The most onerous provision in the new tariff bill relative to blackstrap molasses was practically lifted by a recent decision of the Secretary of Treasury, said B. T. Manard, manager of the feed molasses department of Penick & Ford, Ltd. of New Orleans, through whose efforts the relief was obtained. On the day that the new law went into effect, Mr. Manard asked permission, and was granted it, to put two or more cargoes into the same bonded storage tank and to pay duty when the molasses was withdrawn on the basis of the average total sugars instead of paying duty on the total sugars in each individual cargo. It was explained in making the request that some individual cargoes would show high total sugar content on which the receiver would be penalized whereas other cargoes would show total sugars under the dividing line of 52 total sugars as provided for in the tariff. If the request had not been granted, feed manufacturers would have been obliged, Mr. Manard said, to ship all blackstrap to Europe and leave only the poorest for users in the United States.

## INCREASED DEMAND FOR HORSES

Contrary to the impression that many city dwellers have that the horse is being retired from its position as an important factor in modern life, horse sales increased during 1922 by 39.4 per cent over those of 1921. During 1921, 317,445 horses were handled at the 67 principal horse and mule markets of the United States, and during 1922, the number increased to 442,646.

While largest gains were made in the Southern and Southwestern States, a big increase is reported from Pittsburgh where the number of horses sold were more than doubled. The Chicago Union Stock Yards, which handles more of the very heavy draft horses than any other market, received 31,689 head during the year 1922.

Increasing demand for horses for city and farm use is given by Wayne Dinsmore, secretary of the Horse Association of America, as the reason for the advance in sales. Surveys made by this Association indicate that there is a strong growth in sentiment among city business men favoring the use of horses in short haul and frequent stop delivery work. Mr. Dinsmore says that there is a permanent place for the horse in moving a number of commodities in all large cities and that the demand will continue to grow and the rise in prices will not reach its peak

before 1925 or 1926. He urges farmers and horse breeders to resume breeding operations this spring but to produce only the very best horses.

## HAY MEN BACK PROPOSED ACT

An act now before the Ohio State legislature to regulate the weighing and pressing of hay, is receiving the whole-hearted support of Ohio hay shippers. The measure is similar to one which has been in effect in New York State for several years. The law is in effect, as follows:

Section A. The term "Presser" is used in the following section of this article to mean the persons, firm or association owning or operating a hay press. A presser who presses hay or straw for market shall use standard scales sealed and tested by the State Weighing Department. Any presser of hay or straw for market shall be required to pay a license fee of \$5 per year for each press that he may operate within the state of Ohio.

Section B. The net weight shall be plainly marked on each bale with the number of the licensee on a smooth wooden tag, on all hay or straw pressed for market, or for sale in the state or for shipment interstate, and no hay or straw shall be sold within the state or for shipment interstate which weighs less than the weight marked on said tag with number of licensee.

Section C. The presser enjoying a license under this act will be held responsible for the contents of the package there being no deleterious, unsound, unmarketable hay for market or animal consumption.

Section D. Any presser violating any section of this law shall forfeit to the state the sum of \$25 for each violation.

Section E. This law to be entitled "An Act to amend the general business law in relation to pressing and marketing of hay and straw."

## HAY STRONGER IN NEW YORK

BY C. K. TRAFTON

Radical changes occurred in the hay market immediately subsequent to our last review. Buyers were in much larger attendance and it soon became patent that they had permitted their stocks to run down to a dangerously low plane. Hence they speedily began to raise their bids and as receipts had been diminishing rapidly a materially firmer tendency promptly developed. At first this was particularly noticeable in best grades of Timothy and Light Clover Mixed which were most wanted and especially scarce.

In a short time receipts became even more meagre and therefore it was soon evident that receivers had a conspicuous advantage. Almost in a jiffy it was averred that a near famine existed, buyers finding it increasingly difficult to secure supplies at any price. Indeed at some terminals, notably in Brooklyn, it was virtually impossible to obtain even a single car of No. 1, No. 2 Timothy, or Choice Light Clover Mixed, although some buyers were willing to pay almost any figure within the bounds of reason. Because of this it quickly became comparatively easy to sell even lower grades, and in addition it was much of the time possible to obtain just as much for small bales as large.

It was plainly evident that this unprecedented scarcity was traceable principally to the protracted cold weather and heavy snowfall over a vast area in eastern states. The temperature was so low and the snow so deep that virtually all farmers naturally considered it a decidedly auspicious occasion to remain close to the fireside and particularly as they had good and sufficient reason to suppose that virtually all their contemporaries would take a similar course, especially as they felt reasonably certain that the resultant scarcity in this and other markets would lead to an advancing tendency. In some quarters it was also assumed that the big falling off in receipts was partly chargeable to the scarcity of box cars.

Manifestly with the mercury at or below zero for several days and the snow two to four feet on the level nearly all over the interior, it would be absurd to expect farmers to haul any noteworthy quantities and especially as they had long contended that they had been greatly dissatisfied with the so-called low bids.

In a sense it was a fortunate occasion for both farmers and country shippers because they caught nearly all consumers and distributors uncommonly short of supplies. Fact is for weeks a great many consumers and jobbers had bought in the most sparing manner as they firmly believed that it was an excellent time to keep out of the market, as they felt sure that receipts would show enlargement with the advent of warmer weather and better roads. The attitude of buyers proved wrong, as the weather did not improve, excepting momentarily, remaining cold with additional snowfall, and consequently buyers speedily found themselves in a bad predicament. Some idea of the scarcity may be formed from the fact that for a long time, fully half of the month, almost all terminals, excepting the New York Central, had only an exceedingly limited number of cars on sale from day to day, which meant that some buyers were compelled to go away empty handed. Yet in some cases it was declared

they had considered it wise to take low grades rather than have their live stock go hungry.

Late in the month there was a decided pause in the upward trend, partly because offerings became somewhat bigger, supplies having been enlarged by a moderate increase in receipts, especially on various railroads other than New York Central, thereby leading to better distribution, which was gratifying to the trade in general, and notably in Brooklyn where the alleged famine had been most acute. With regard to the bulk of the hay going via New York Central it was explained that such an outcome was natural when there was much snow to prevent hauling. Almost all Manhattan dealers wanted mainly permits from that line because of the sheds at 33rd Street, affording storage facilities when hauling was hindered. Therefore, while prices had receded a little, supplies were still small in Brooklyn and hence no material break was expected there at the moment, as there is still too much snow in the interior and after that disappears the roads may be in poor shape for hauling. On the other hand many buyers will doubtless hold back or make only small commitments anticipating bigger arrivals when warm weather comes and the roads become normal.

In the straw market conditions were unsatisfactory to nearly everyone concerned, although a few farmers or country shippers have probably profited because of the big advance. Broadly speaking trade in general has been greatly hampered by the rise in prices and the resultant limited dealings. Practically every day receipts have been extremely meagre, some days none at all, notably in Brooklyn, and consequently buyers have been compelled to pay \$30 per ton not only for No. 1, but for choice lots from New Jersey. Indeed, a few small sales of No. 1 were made as high as \$31 in Brooklyn. It was claimed there was little choice left in New York State, while in Jersey farmers were unable to ship much if any on account of the long period of bad weather, rain or snow, which had made it nearly impossible to gather in their crop left in fields. Besides some of this straw was injured by the weather.

O. A. Payne has installed a new feed mill at Osage, Wyo.

A feed store has been opened at Louann, Ark., by I. D. Jones.

Roy Miller has opened a new feed store at Indianapolis, Ind.

A feed business is to be opened at Weldon, Ark., by Maurice Jones.

A feed business has been opened at Green Forest, Ark., by F. M. Wells.

A feed store is to be opened at Tulsa, Okla., by Lloyd R. Havens, a grocer.

W. E. Loughmiller has made several additions to his feed mill at Silverton, Ore.

A feed store has been opened at Seebert, W. Va., by S. Sheets and W. D. Clark.

A feed store has been opened at Cornell, Wis., by Charles Millard and Fred Beale.

A feed business has been started at Mineral Springs, Ark., by H. W. Latimer.

The feed and coal business of W. R. Staton at Albany, Mo., has been sold by him.

A feed, flour and meal business is to be conducted at Henderson, Texas, by Lee Tipps.

A new feed business has been opened at England, Ark., by Masters & Cardwell.

A feed and supply business is to be conducted at Waupaca, Wis., by James H. Dance.

A feed establishment has been opened at Blytheville, Ark., by Bennett & McDearman.

Kay & Bullard have purchased the C. F. Shrum Feed Store, located at Big Sandy, Texas.

An Alfalfa mill is to be erected at Pocatello, Idaho, for the Superior Milling Company.

A feed business has been opened at Woodward, Okla., by G. L. Love and I. T. Gillinwater.

The feed business of George W. Smith at Oswego, N. Y., has been sold by him to Allan W. Davis.

The Price & Jackson feed business at Pocahontas, Ark., has been purchased by O. A. Lemmons & Co.

The C. R. Smith flour and feed exchange at Oblong, Ill., has been purchased by Dr. B. L. Strohl.

The O. B. Chronister feed and grocery business at Atkins, Ark., has been purchased by Jim Burnett.

A feed, flour and produce business, wholesale, is to be conducted at Bastrop, Texas, by H. O. Griesenbeck.

A feed and flour business has been opened at Richmond, W. Va., by Russell McKinney and H. A. O'Dell.

A. J. Strohecker, T. Strohecker and A. P. Johnson, Jr., have incorporated at Garfield, Wash., as the Garfield Feed & Fuel Company. Its capital stock is \$15,000.

Samuel W. Randolph is now engaged in the warehousing and forwarding business, including feed, flour, staples, groceries, etc., at Milwaukee, Wis. Plans are being prepared for a one-story warehouse



of corrugated iron on frame construction, with concrete foundation.

W. W. Phillips has purchased the feed business of H. Hensley at Heber Springs, Ark.

Gary, Christianson & Barnett have purchased the feed store at Sandy, Ore., belonging to H. S. Dodson.

A feed and flour store has been opened at Williford, Ark., by Logan Carpenter and B. Booth of Hardy, Ark.

The interest of J. B. Miller in the feed business at Carrollton, Mo., has been purchased by William Scharfenberg.

The feed, flour and farm produce business of G. W. Sargent at Abrams, Wis., has been sold to Fred Poppie & Son.

The Anton Felton Company has moved to Fond du Lac, Wis., from Milwaukee. They ship hay, straw and Alfalfa.

The fuel business of the Creston Feed & Fuel Company at Portland, Ore., has been sold by Charles Steele to O. E. Burke.

An interest in the Davis Flour Mill and feed business at Eureka Springs, Ark., has been purchased by A. D. Mathews.

A flour and feed store has been opened at Charleston, Ark., by Frank Classen, who has been in the feed business at Perry, Ark.

The Jarrett Building at Nickerson, Kan., has been leased by Sam Hamilton who will conduct a feed, seed and flour business there.

A feed and flour business is to be conducted at Marysville, Calif., by H. A. Burch. He will also be agent for the Globe Milling Company.

J. C. Fulde is now in charge of the feed department of the American Hominy Company of Chicago, Ill., of which G. A. Chapman is president.

The A. W. Anderson feed business at Sac City, Iowa, has been taken over by J. F. Bell and G. F. Bell. They are operating as Bell & Son.

C. J. Wallace is manager of the new feed store which has been opened at Chewalah, Wash. George Brown is in charge of the grain department.

A feed establishment has been opened at Cameron, Texas, by A. W. Esslinger who will handle a complete supply of hay, sacked feed and flour.

A feed establishment has been opened at Sour Lake, Texas, by W. A. Stephenson, Inc., and a full and complete line of feedstuffs will be handled.

The mill, feed and flour business of the Taylor Storage Company at Frederick, Okla., has been sold to E. A. Hefner who will continue the business.

The feed, seed and hay business of the Conyers Corporation at Bryan, Texas, has been purchased by W. S. Mial. W. G. Reynolds will continue as manager.

The West Alhambra Feed & Fuel Company of Alhambra, Calif., is erecting a new building for its business. It is of concrete construction and entirely fireproof.

H. B. Wilson and M. W. Crum have sold their interests in the Quenemo Flour & Feed Company at Quenemo, Kan., to their partner Carl Wilson, who is now sole owner.

The Hardeman-King Company, feed and flour millers and dealers, of Oklahoma City, Okla., now has the Oklahoma City agency of the Yukon Mill & Grain Company.

The Hickory Flour & Feed Company has been incorporated at Hickory, N. C., capitalized at \$25,000. W. M. Caldwell, W. L. Mitchell and B. Mitchell are interested.

Beasley & Gresham was recently organized at Rockmart, Ga., to carry a full line of feedstuffs and field seeds and groceries. R. R. Beasley and C. F. Gresham are interested.

The holdings of V. W. Anderson in the Marionville Mill & Feed Company at Marionville, Mo., have been sold by him. The business is being conducted by W. H. Firestone and L. C. Irby.

The New Richmond Roller Mills of New Richmond, Wis., have completed a poultry feed plant equipped with Draver machinery, which will have capacity of 35 tons scratch feed per day.

The elevator capacity of the Fruen Cereal Company of Minneapolis, Minn., has been increased and improvements have been made to its feed mill. The mill has a capacity of five tons per hour.

A general feed and flour jobbing business is to be conducted at Mason City, Iowa, by the Hagerman-Moersch Company. W. J. Moersch and A. C. Hagerman are partners in the business.

A half interest in the feed establishment of J. W. Eddlemon at El Dorado Springs, Mo., has been purchased by T. Shoemaker. Equipment will be installed for grinding corn and wheat products.

A large mixed feed plant is being erected at Denver, Colo., for the Mountain States Mixed Feed Company, by the S. T. Edwards Company. The feed company will conduct a feed mill, meat

house, hay warehouse, molasses storage tank, etc. The capacity of the elevator is 125,000 bushels. The feed mill will have 1,000 tons' capacity per day.

The holdings of the Colorado Alfalfa Milling Company have been purchased by the Denver Alfalfa Milling & Products Company. A mill is to be built at Ordway, Colo., with H. M. Green of Hartman, Colo., manager.

A \$300,000 plant is to be erected at Kansas City, Mo., for the Ralston-Purina Company in which it will manufacture feed and cereal products. The

Acme Elevator is now located on the property but this will be torn down to make room for the new house.

Capitalized at \$10,000, the Walkersville Feed & Supply Company has been incorporated at Walkersville, W. Va. W. L. Spaur, J. J. Hoover, A. B. Smith, J. B. Bennett and S. E. Sapp are interested.

M. H. Goldberg and Jacob Sokol have dissolved the partnership existing between them at Pittsburgh, Pa., under the name of Goldberg & Sokol and in the future Mr. Goldberg will conduct the hay and feed business.

## COAL

### POSSIBLE REGULATION OF COAL

A bill has been introduced by State Senator George Woodward of Philadelphia, in the Pennsylvania legislature prohibiting understandings and agreements which would prevent, obstruct or delay the sale or delivery of coal and making it unlawful to refuse to sell or deliver coal. Persons who violate the provisions of the measure are guilty of a misdemeanor and upon conviction would be sentenced to pay a fine of \$25 for each ton of coal, the sale or delivery of which was refused or delayed. The bill particularly relates to dealers and officers of coal companies and also to partnerships and officers of corporations engaged in the operation of any mines or collieries.

### SEEK REPEAL OF TAX

Thirty-five representatives from the hard coal districts of Pennsylvania have formed an "anthracite bloc" in the State Legislature in an attempt to secure the repeal of the anthracite tax law.

The backers of the repeal measure have a clear start of approximately 75 members, or only 30 short of the majority necessary to bring about the repeal. Advocates declare the tax has added to the cost of coal and are using this as an argument for the repeal. Representative James Gibbon of Wilkes Barre is the originator of the movement and has the active support and co-operation of Adam C. Schaffer and W. Edwin Huber of Scranton.

Representative Gibbon predicts there will be strong opposition to the repeal, but is optimistic of success. Representative David Fowler of Lackawanna, author of one of the repeal bills has warned the proponents that the measure should be prepared with facts and figures in support of their arguments.

### WHY COAL IS BEING INVESTIGATED

The recent revival of building operations in our cities everywhere affords visual evidence of the extent to which the huge steam shovel with its pile of coal has taken the place of human labor in excavating for the modern building. Nor is the contribution of coal in construction work all visible, for the structural materials themselves are largely the product of coal burned at mine, quarry, and furnace, at brick or cement kiln, and at the steel plant. This explains how figures recently presented before the United States Coal Commission show that about one-third of the weight of a fireproof office building as today constructed represents the tonnage of coal that was consumed in the preparation of the building materials.

It is a far cry from steel and bricks to the fruit that comes to our breakfast table, but coal is no less a component part of that fruit. The cantaloup that is transported in a refrigerator car from an Arizona ranch to a Boston home represents an expenditure of nearly two pounds of coal, or its equivalent in oil or water power, in the form of ice and locomotive fuel. And, at another season, the orange from the California grove appears on the same breakfast table in Boston only by reason of a similar expenditure of over half a pound of coal. Thus, whether we get it in the form of luxuries, which so soon come to be regarded as necessities, or in the form of raw materials of industry, coal has become an essential item in the daily life of the people.

One fact, therefore, that the United States Coal Commission might feel that it does not need to establish is that coal is a necessity of modern life and the coal trade might well see in the present inquiry some ground for hoping for more stable conditions in the future. Yet, "Why pick on coal?" is the headline of an editorial in a leading coal journal commenting on recent activities of Federal, state, and municipal agencies, and suggested eggs, cabbages, apples, and Wilton rugs as other essential products that might not be any better able than coal to withstand the "dazzling white light of legislative research."

The long list of Congressional and other inquiries directed specifically toward the coal industry surely

justifies the coal trade in regarding itself as the most "generally be-diviled business organization on the face of the earth, excepting possibly the railroads." However, the increasing public interest in the subject of coal, even though chiefly reflected in public investigation, should be regarded as proof of an increasing realization of what coal means in the world of today.

### CHARGE EXCESS PROFITS

The United Mine Workers in a recent statement addressed to the United States Coal Commission charge anthracite dealers with taking an excess profit of 51.35 cents per ton. The miners union claims that the coal industry is a monopoly controlled by a few railroads who by means of over charges in mining, land owning, transportation and distribution cover up the real profits taken and that their accounting system does not show true conditions.

On the other hand, a chart prepared several years ago by Dr. Smith, a director of the United States Geological Survey, showed the cost per ton of anthracite to be \$6.92, divided as follows: Labor, 58 per cent or \$4.03; material, 20 per cent or \$1.35; taxes and insurance, 5 per cent; depletion, 5 per cent; selling 1 per cent; Federal taxes and profit, 7 per cent; administration 1 per cent and power 3 per cent. Since this time costs have greatly increased.

In concluding its statement the United Mine Workers said:

"We therefore ask you to discard the division of costs into labor, supplies and other expenses, and to make public in detail how much of the cost of a ton of coal is devoted to: (1) labor, (2) supplies, (3) power, (4) compensation insurance, (5) administration, (6) depletion and depreciation, (7) county and state taxes, (8) royalty.

"We ask that you make public the information you collect so that it may be stated in the following form:

- "1. Cost per commercial ton (itemized).
- "2. Profit per commercial ton before Federal tax.
- "3. Profit per commercial ton after Federal tax.
- "4. Proportion of profit to actual investment.

"We have no confidence in the figures supplied in the past by the operators to the Department of the Interior or to the Federal Trade Commission, although the latter body made a more critical study of them. Any figures you may now ask for and receive will not differ in our estimation from previous compilations unless we are given the opportunity to know in detail what the figures are, and are given the opportunity to study, analyze and criticize the varying accounting systems used in their preparation."

The business of the El Sereno Feed & Fuel Company at Los Angeles, Calif., was taken over not long ago by W. E. Clark.

The retail fuel and feed business of the Alhambra Feed & Fuel Company at Alhambra, Calif., has been purchased by Newton & Harding of Corona.

The coal and grain business of the Home Grain Company at Aurora, Kan., has been purchased by the Robinson Milling Company of Salina. A. E. Thompson is in charge as local manager.

The business which N. C. Brennan sold to E. P. Van Horn a short time ago has been taken over again by Mr. Brennan. The former name of the business was the University Feed & Fuel Company of Los Angeles, Calif.

To deal in coal, grain, flour, feed, etc., the Allison Coal & Feed Company has been incorporated at Mason City, Iowa, capitalized at \$25,000. The incorporators named include George L. Allison, Chester B. Howe, Harry W. Potter and D. G. Rickey.

The Malone Coal, Grain & Motor Company of Albany, Ala., has been divided into two companies. One will operate as the Malone Coal & Grain Company with A. L. Malone at its head, and the other as the Malone Motor Company with B. L. Malone at its head.



## FIELD SEEDS

## RED CLOVER IN MICHIGAN

Michigan had a total crop of 240,000 bushels of Clover seed in 1922 with a value of \$2,520,000, compared to a value of \$1,677,000 for the crop of 1921.

## TO EXCHANGE SEED

The Pennsylvania State Seed Laboratory has announced its desire to exchange seed samples with growers outside of the state. It is building up a seed herbarium and wants seeds which do not grow in Pennsylvania. Those interested are asked to write Salome Comstock, state seed analyst, Pennsylvania Department of Agriculture, Harrisburg.

## KANSAS SEED INSPECTION

An appropriation of \$10,000 for the first year and \$5,000 a year thereafter for the inspection of seeds offered for sale in the State of Kansas is recommended by the House Ways and Means Committee of the Kansas legislature. The Committee has recommended for passage the Rude Bill, putting the duty of inspection of seeds upon the State Agricultural College.

## NEW MINNESOTA SEED LIST

The Minnesota Crop Improvement Association has its new annual seed list ready for distribution. The pamphlet, compiled by A. D. Haedecke, secretary, University Farm, St. Paul, Minn., contains interesting information under the following heads: Seed inspected and certified by the Association; seed reported for sale by members of the Association; seed reported for sale by farmers of the state; seed offered for sale by the experiment stations of the state; a list of commercial seed houses of the state.

## SEED TESTING IN ILLINOIS

Practically 1,000 more additional samples of seeds were tested by the Illinois Seed Testing Laboratory at Springfield, Ill., from July 1, 1922 to February 7, 1923, than were tested during the corresponding period of the previous year. A. C. Wilson, in charge of the laboratory, reported 4,388 samples tested, as compared with 3,580 samples tested during the same period last year. The number of lots of seed found unsalable in Illinois from July 1, 1922 to February 7, 1923, numbered 420 or 9.57 per cent of all lots tested. During the year previous 444 lots or 12.4 per cent were declared unsalable.

There are now 12 analysts in the Illinois laboratory and all tests are promptly reported.

## AGE REDUCES GERMINATING POWER

Lespedeza seed of the 1921 crop held in storage since then and now being tested by the United States Seed Laboratory of Texas, at the request of the E. M. Percy, president of the Lespedeza Seed Growers Co-operative Association of Baton Rouge, La., has proven to be of very low viability. The germinating power of the seed at the time it was put into storage amounted to from 19 per cent to 98 per cent, the average being 77.3 per cent. The samples tested this year showed a range of viability of from 9 per cent to 31.5, the high testing seed of last year generally running true to form with the highest percentage of germinating power for the second season.

Based on these tests, it can be seen that it is hardly worth while to plant old seed, as it would necessitate the planting of several bushels to the acre to secure a stand.

## CLOVER WEAK

"Clover feeling some liquidation," said Southworth & Co., of Toledo, Ohio, in a recent letter, "increased offerings, both profit taking and hedging pressure, with lack of support caused lower prices this week. Dealers seem disappointed in the cash demand. Some think it will be late, as it has been the past two years, when April demand was far beyond expectations. Will this year be a repeater? Unfavorable weather, especially the heavy snow in the East, has kept the demand under cover. A few days of warm weather may revive the market. Clover prices are ruling over \$3 lower than year ago. Present market position with slack demand might easily bring a sharp decline. Cash lost its premium. Heavy deliveries on March contracts. Most of it went into strong hands. Many longs will accept delivery and ship the seed, while others will probably liquidate their holdings.

"October Clover shows more life. Good demand on moderate setbacks. Trading market may be expected for some time. Receipts this week 2,069 bags, shipments 3,604. Prime inspected this week 3,500 bags. Total season to date 16,940 compared with 10,593 year ago.

"A large French dealer writes—'Our Red Clover

market is quiet. We believe this situation will not continue, and in a short time we shall see new activity in this market.' Alsike firm. Trade more active. Receipts 290 bags. Shipments 1,625.

"Timothy ruling higher. Better general demand. Receipts this week 951 bags. Shipments 1,238. New York reports exports 1,153 bags."

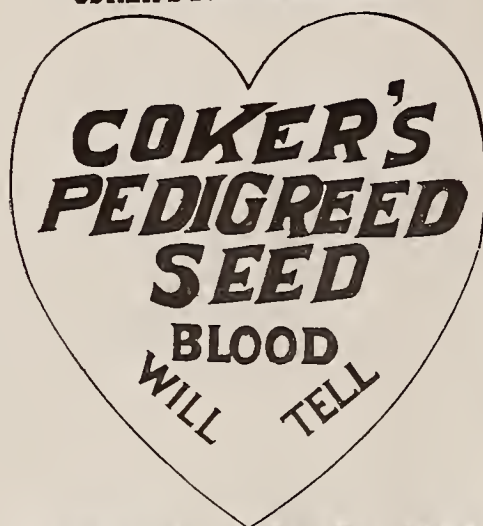
## SEED SHIPMENTS INCREASE

Reports received by the United States Department of Agriculture would indicate that the shipments of the 1922 crop of Red Clover, Alsike, Alfalfa and Timothy seed will be greater and those of Sweet Clover Seed will be smaller than those of 1921. Up to January 13, approximately 65 per cent of the 1922 crop of Red Clover, 60 per cent of the Alsike Clover, 45 per cent of the Sweet Clover, 65 per cent of the Alfalfa and 85 per cent of the Timothy that country shippers estimated would be handled by them, had been shipped, mostly to seedsmen. Last year approximately 10 per cent more of the Crop of Red, Alsike and Sweet Clover Seed and 5 per cent less of Timothy and Alfalfa seed has been shipped up to the middle of January.

## NEW SEED BRANDS

The following new seed trademarks were published recently in the *Official Gazette* of the United States Patent Office: "Coker's Improved Seed" field and garden seeds. Pedigreed Seed Company, Hartsville, S. C. Filed August 7, 1922. Serial No.

## COKER'S PEDIGREED SEED



167,887. "Coker's pedigreed Seed" field and garden seeds. Pedigreed Seed Company, Hartsville, S. C. Filed August 7, 1922. Serial No. 167,888. "Coker's Pedigree Seed, Blood Will Tell" farm and garden seeds. Pedigreed Seed Company, Hartsville, S. C. Filed August 7, 1922. Serial No. 167,890.

## DOES SEED RUN OUT?

Many diverging opinions are registered as to whether seed grain does run out, and if so, why? A number of things might cause a deterioration of seed grain, and undoubtedly considerable loss sometimes results from using seed from a poor crop or otherwise unfit.

Seed can be profitably changed when seed of better and more useful sorts is available than those now being used. This must be done very carefully, and no change made until the new sort has been thoroughly tested out under all conditions and the quality of the grain demonstrated in every way. Until such absolute proof is obtained, the older variety should be maintained, but small test plantings of seemingly good new varieties might be made, taking every care not to mix the kinds.

Mixed or mongrel varieties are undesirable from every standpoint, bringing a lower price to the grower and dragging down the market on better grain. When seed is mixed, it should be changed for proven high-grade purebred varieties.

Bin burnt, moldy, cracked and otherwise damaged grain is not fit for seeding. If seed wheat contains some sprouted kernels caused by rains while harvesting and it must be used, it should be recleaned until all these sprouted kernels are removed, leaving only sound, plump kernels.

Shrunken, shriveled wheat is generally inferior to fully developed seed, and if necessity forces its use, it should be carefully tested for germination and growing power.

Dirty, foul seed grain should be run through a

good fanning mill at least three times, or until nothing but uniform plump seed remains.

Do not plant damaged, mixed, inferior and unproven seed wheat. They kill profits and no farmer using them can hope for best results.—*Spring Wheat Crop Improvement Association.*

## CERTIFIED SEED IN IDAHO

All bags of certified seed sold in Idaho will bear a yellow tag, giving name of grower, and per cent of purity, weight per bushel and other necessary information concerning the seed, and farmers should be certain that the seed they buy is certified. In addition to the tag, every bag will be sealed with a car seal, with a serial number and also the words "Certified Seed, U. of I. Extension" stamped on the seal. No grain that does not bear the official seal will be considered certified.

"Heretofore," C. B. Ahlson, state seed commissioner, continued, "bags of certified seed have not been sealed. However, since the seed industry has developed into such a large one it is thought best to seal the bags of certified seed in order to protect the buyer and the grower. Only enough tags and seals will be issued to a grower to cover his amount of seed. If any doubt arises as to whether a lot of seed is certified legitimately, a buyer may check the serial number on the seals with the records on file in the seed commissioner's office. Special care will be taken this spring to see that certified seed meets the requirements. Responsible persons in each county will be designated to inspect the bags before they are tagged and sealed. A list of the growers throughout the state having seed eligible for certification has been compiled and may be had upon request from the county agents at the extension division at the state house or from my office."

## IMPORTS OF FORAGE SEEDS

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Seed Importation Act:

Kind of Seed—	July 1, 1922-	February 15, 1923
	Pounds	Pounds
Alfalfa .....	232,000	7,790,500
Canada Bluegrass .....	60,400	507,400
Alsike Clover .....	67,500	4,589,300
Crimson Clover .....	77,200	1,353,100
Red Clover .....	.....	227,000
White Clover .....	27,100	336,800
Broom-corn Millet .....	144,400	1,195,100
Orchard Grass .....	5,600	746,400
Rape .....	*821,400	4,990,000
Redtop .....	.....	8,100
English Rye Grass ....	194,400	1,416,500
Italian Rye Grass .....	29,800	702,700
Hairy Vetch .....	66,000	1,093,000
Spring Vetch .....	28,600	1,168,200
Mixed Agrostis .....	.....	2,600

\*Of this amount 552,880 pounds were imported from Japan, 22,200 pounds from France and 246,400 pounds from Holland.

## WEED SEEDS COMMON IN ALFALFA

Dodder—Varying in color from the yellows and browns of Alfalfa seed to grayish and pinkish. The small seeded dodder frequently occurs in pairs. The larger seeded ones are usually conspicuous by having one rounded side, (practically a hemisphere); the other vigorously angular or indented.

Perennial Peppergrass—Seeds conspicuously brown, about size of medium sized Alfalfa seeds, somewhat flattened, rounded at one end, tapering toward the other.

Russian Thistle—Color from bright yellow, through dull gray to gray with rose or pink tinge. Embryo spirally coiled, seed top shape.

Pigweed, or tumbleweed—Seed black, shiny, circular.

Lamb's Quarters—Seed circular in outline, lenticular in side view, dull black or gray.

Green foxtail—Seed green, tapering toward both ends, one surface convex, the other flat, surface transversely ridged.

Sweet Clover—Color and size similar to Alfalfa, shape more regular, surface very dull.

Salt bush—The one seeded fruit resembles a small gray fan, the seed may be gray or black, showing the embryo through a very thin seed coat.—From "Practical Seed Testing," issued by Extension Service, Colorado Agriculture College.

## SOURCES OF CLEAN SEED

Where to get dependable proven seed grain is often a question to many farmers, who know that poor seed is dear at any price. It is not hard to locate supplies of good, clean seed in ordinary years.

There are crop improvement associations in Minnesota, North and South Dakota, and the secretaries of these groups at the agricultural colleges generally have a line on the good seeds grown in their own states. This is usually good seed, but



some of it is not recleaned sufficiently to be a thoroughly safe article, though the varieties offered are good. Buyers of seeds should make sure that they are thoroughly recleaned and free from weed seeds, dirt and trash.

Recleaned seed costs more than ordinary seed because it costs money to clean it and all waste has been eliminated. Growers and seedsmen who take pride in their seeds and offer only strictly recleaned material charge more and get it because the clean seeds are worth it. Buying and sowing weed seeds is not business.

If Canadian seed wheat is desired, name of growers of safe seed may be obtained from the agricultural colleges or the Spring Wheat Crop Improvement Association, Minneapolis.

There is no excuse for planting dirty mixed seed when every state has facilities for furnishing good seed of approved varieties.—*Spring Wheat Crop Improvement Association.*

## SEEDS LOWER IN NEW YORK

BY C. K. TRAFTON

Practically throughout the entire month under review the weather has continued extremely unfavorable; additional snowfall and low temperatures, and hence demand for field seeds has remained decidedly slow, as far as the retail trade is concerned. As a consequence business has been confined almost wholly to operations among the larger dealers, and as some of these have become tired and anxious to realize on their holdings the selling pressure noted in our previous review has become more pronounced. Hence prices in the majority of cases show further losses ranging from  $\frac{1}{4}$  cent to  $2\frac{1}{2}$  cents.

Canadian Bluegrass and field peas are about unchanged, but the most striking exception to the general rule was White Clover, which is about 3 cents higher. The seeds thus thrown over have gone into the hands of other dealers, some of whom are still optimistic regarding the future and hence are accumulating supplies as they anticipate a decidedly good demand with the advent of better weather. In fact, during the last few days a slightly firmer tone has developed and the opinion is expressed that the retailers will begin to take on seed after a few days of good sunshiny weather. Some of those who expect higher prices argue that seeds are bound to go up in keeping with the advances in many other commodities.

Red Clover has suffered a further loss of 1 to 2 cents as demand has been slow. Moreover, advices from Europe have been easier indicating that France and Italy are beginning to loosen up. Offerings have been received on a basis of 16 cents duty paid, as compared with 22 cents a month ago, but little or nothing has been bought. Dealers here would rather pay  $18\frac{1}{2}$  to 19 cents for domestic seed rather than take a chance on the quality of the foreign seed. Moreover, the necessity for immediate payment for the latter is a drawback. Hence another month has passed without any arrivals from abroad. No exports were reported, as against 628 during January.

Crimson Clover has been moving with fair freedom between dealers, but the price has dropped about 1 cent, to  $16@17$  cents spot New York. This has been largely in sympathy with slightly cheaper offerings from France, arrivals being only about 740 bags, against 400 during January. French seed has been offered for prompt shipment on a 15 cents duty-paid basis, against 16 cents a month ago. New crop French seed is offered for July-August shipment at  $11@13$  cents duty-paid. Some business has been done on this basis by Baltimore importers. A large part of the arrivals came from Germany, but little new business has been done as shippers there are now asking equal to  $15\frac{1}{2}@16$  cents duty-paid.

The advance in White Clover was due to a brisk demand and decidedly meager local stocks. The arrivals were only about 100 bags, against about 350 during January, and moreover, light stocks are also reported from abroad. Because of this fact and also the lack of cleaning facilities and the financial difficulties, German and Polish shippers have been offering on a limited scale only and have advanced prices materially. Their quotations cover a wide range 59 to 68 cents, duty-paid. Nevertheless, some business has been done for shipment.

Alsike has lost about 1 cent more as shippers have been more anxious to sell because of the fairly good yield here and in Canada, while retail demand has been only fair. At present, however, local supplies are light and some holders remain firm in their views, believing that when spring demand appears this variety will have the preference because of its discount under Red Clover. Canada has the only supply of importance and little can be done for import owing to the duty of 4 cents, making the duty-paid price about 18 cents against  $15@17$  cents for domestic. The easier tone was partly traceable to a marked shrinkage in the exports, only 40 bags, against 1,250 in January.

Alfalfa has been perhaps the most active of the field seeds, but nevertheless, the price is 1 to  $1\frac{1}{2}$  cent lower than a month ago. While demand has been fair from the Middle West as far out as Mis-

souri, some holders have displayed anxiety to liquidate. This is especially surprising in view of the light local stock and the small arrivals, only about 535 bags from Argentina, compared with 3,075 bags in January and 7,690 bags in December. Moreover, latest advices from Argentine indicate that owing to drouth and insects the new crop will be only about 30 per cent of the previous yield. Shippers are offering new crop seed for March-April shipment on a basis of 17 to 18 cents duty-paid, but little or nothing has been done as the seed would arrive too late for the spring season.

Timothy was easier during February, but has since made up almost all the loss owing to a better demand from New York state markets. A little has been sold for export and shipments amounted to about 3,900 bags, against 3,775 during January and 8,085 in December.

Rye Grass has been in fairly good demand from the West and some holders are firm at last month's prices, about  $11\frac{1}{2}@12\frac{1}{2}$  cents, although others have named small concessions. Arrivals were slightly larger, about 1,100 bags, from New Zealand and Argentina, compared with 665 during January. The United Kingdom is offering perennial seed on a duty-paid basis of  $12\frac{1}{2}@13\frac{1}{2}$  cents, but some shippers are not guaranteeing that the seed will pass our Government test. Nevertheless, some business has been done. There has also been some buying of Italian seed, although some shippers there are as high as 14 cents duty-paid.

Orchard Grass has lost  $\frac{1}{2}@1$  cent as some holders became more eager to sell owing to larger arrivals from Denmark, 3,540 bags, against 430 during January. Stronger holders, however, remain firm in their views as they have noted a better seaboard demand. Moreover, they assert that the bulk of the Danish arrivals went directly to the West, serving to confirm claims of a great shortage of high grade good germinating seed. Hence local stocks here have not increased appreciably. Further business has been done with Denmark on a basis of 14 cents duty-paid.

Kentucky Bluegrass has declined about 2 cents owing to slow domestic demand and extremely light exports, only 270 bags, against 1,515 during January. Hence the stronger claims of Kentucky pool sellers has had no effect. Canadian Bluegrass has been dull and nominally unchanged.

Fancy Redtop has dropped about  $2\frac{1}{2}$  cents as demand has been only fair and export business extremely slow, the month's shipments being only 350 bags, against about 985 in January.

Local dealers note recent arrivals of Creeping Bent from Germany and Holland at outports, mainly Philadelphia and Boston, one estimate placing the total at about 500 bags. This is held at about \$2, duty-paid. The Rhode Island variety is quoted at \$1.50 New York.

About 350 bags of Fescues arrived from New Zealand. Advices from that country predict much lower prices for the new crop. Local quotations are 48 cents duty-paid for chewing fescue and 30 cents for sheep fescue. Red Fescue is offered at 26 to 30 cents duty-paid for shipment. About 375 bags of Meadow Fescue were exported, against 100 during January. Crested Dog's Tail is quoted at  $30@32$  cents duty-paid, but no business has been done.

Hairy Vetch has been fairly active and firm at  $17@19$  cents duty-paid for the foreign variety. This chiefly reflects the stronger foreign situation as some German houses do not want to do business and seed from Poland and Lithuania is held at  $18@19$  cents duty-paid. Hence little business has been done. Domestic seed is quiet at  $18\frac{1}{2}@19\frac{1}{4}$  cents. Spring Vetch is quoted at  $5@6$  cents. Arrivals of both kinds were much larger, totalling 1,795 bags from Germany, Poland and Denmark, compared with the January total of 400.

Dwarf Essex Rape has continued to move in a small way and has lost  $\frac{1}{4}@1\frac{1}{2}$  cent in keeping with the general easiness. The quotation on small lots is  $5\frac{3}{4}@6$  cents and on larger lots  $5@5\frac{1}{4}$  cents. Some dealers are extremely strong in their views, calling attention to the fact that during the past 12 months we have imported about 4,000,000 pounds, whereas our annual consumption is about 8,000,000 pounds. Hence they fear that with the appearance of a good March-April demand we may be forced to import in haste from Holland. Shippers there offer on a basis of  $6\frac{1}{2}$  cents duty-paid. Arrivals were again slightly larger, being 2,555 bags, against 2,115 in January. Japan is offering at  $5\frac{3}{4}$  cents duty-paid for May-June shipment, but this is too late to permit of business.

Sunflower seed has again advanced, being quoted on spot at  $7\frac{1}{2}$  cents. Although arrivals were larger, the month's total being 3,270 bags, against 1,655 in January, still they were far from adequate. All of the arrivals came from Europe via Holland. European offerings are light with Holland asking 5.60 cents duty-paid against  $5\frac{1}{2}$  cents duty-paid, but little has been done.

Canary seed has again advanced owing to higher foreign markets and smaller arrivals; about 5,570 bags, against 8,800 in January. Argentine seed has been selling at about  $5\frac{1}{2}@5\frac{3}{4}$  cents duty-paid, while Morocco seed has been in better demand at  $6\frac{1}{2}$  cents duty-paid. The latter was included in

the arrivals from Europe. Little additional is expected from Argentina as buying of new crop seed for March-April shipment has been small on a basis of 5.30 to 5.50 cents duty-paid. Additional arrivals of Morocco seed are expected.

Canadian peas have been in good demand and selling in car-load lots at 5 cents duty-paid. There have been no further arrivals of China peas and the fairly large arrivals reported last month have been fairly well cleaned up. Offerings are reported for March shipment at  $5\frac{1}{2}$  cents duty-paid.

Millet has been in good demand at  $4\frac{1}{2}@5$  cents duty-paid. The January arrivals of close to 5,400 bags were well cleaned up by feed manufacturers and the February arrivals aggregated less than 900 bags and only small additional arrivals are expected owing to the lateness of the season.

Hemp has been firm in spite of further liberal arrivals, about 2,490 bags. This total, as well as the January arrivals of 2,075 bags, were pretty well cleaned up. Manchurian seed is quoted at 4.40 cents duty-paid, against about 4.20 cents a month ago.

## MILWAUKEE SEED MARKET

BY C. O. SKINROOD

The seed movement at Milwaukee during the month of February, according to the receipts and shipments figures furnished by the Chamber of Commerce officially, showed much larger shipments than receipts, as would be expected at this season of the year.

The receipts of Clover seed for the past month were 1,231,085 pounds, as compared with shipments for the same month of 1,982,665 pounds. Trade in Clover seed however was smaller in February than in January of this year. The receipts being 1,200,000 pounds in round numbers in February as compared with receipts in January of 2,136,203 pounds, a decline of about 50 per cent. Shipments of Clover seed also dropped in February with 1,982,665 pounds, as compared with shipments of 2,462,119 pounds in January, a decline of about 20 to 25 per cent.

The receipts of Timothy seed at Milwaukee during the month of February were 624,318 pounds as compared with shipments of no less than 1,573,235 pounds; shipments were therefore approximately two and half times as large as the receipts, indicating a heavy outward movement during that period. The receipts of Timothy seeds also fell off in February as compared with January, the February figure of 625,000 pounds in round numbers comparing with 765,991 pounds in January, a decline in the neighborhood of 20 per cent. The shipments of Timothy seed during the month of February were considerably larger than in January, the figures being 1,573,000 pounds in round numbers last month as compared with 1,018,947 pounds in the month previous, an increase of between 30 and 35 per cent.

The decline in the seed movement was due partly to the shorter month of February and partly to other reasons. The figures indicate Clover receipts almost cut in half in February and shipments cut down about 20 per cent from January, while Timothy receipts dropped a little and shipments increased by about 50 per cent during the month of February.

The official report of the Chamber of Commerce on the seed market says that seeds have been rather easier and that Clover has receded about 50 cents and Fancy Timothy has gone down about 10 cents, although the pressure from fresh receipts has not been marked. Flax, however, it is reported, rallied sharply after a recession of 35 cents and recovered 50 cents under the stimulus of smaller offerings.

The official reports quote prices for Red Clover as ranging from \$17 to \$21; Alsike is ruling at \$10 to \$15; White Clover at \$37 to \$47; No. 1 Northwestern flax was quoted at \$2.55 to \$3.05; the poor to good Timothy from \$5.25 to \$6.25; and the Choice to Fancy at \$6.50 to \$6.85.

The Alfalfa craze which has been spreading over Wisconsin in quite a number of counties continues and there is widespread belief that a heavy increase in acreage will be attempted this spring. In Waukesha County alone it is estimated that not less than 20,000 acres of Alfalfa will be grown, according to J. F. Thomas, the county agent of agriculture. This is based on the expectation of a heavily increased area for this year.

Nine meetings were held in Waukesha County to boost Alfalfa and many hundreds of people attended. The farmers were discouraged after the the bad freeze out of Alfalfa during the winter of 1922 and experts from the College of Agriculture at Madison were brought in to point out the mistakes made in Alfalfa raising in the past and how to avoid them in the future. Prof. L. F. Graber of the college convinced the farmers that Alfalfa is an excellent crop, that it is a comparatively sure crop and that it can easily be grown in Waukesha County as in other counties of the state.

Prof. R. A. Moore of the Wisconsin College of Agriculture, one of the greatest seed experts in the world, says that the pure bred seed grains of Wis-



consin are now being grown in practically every country of the world. He says the trade has now reached millions of dollars and that these pure bred seeds now determine agriculture in Canada, on the banks of the Black Sea, in Egypt and scores of other lands. These seeds are now offered in large lots and every precaution is taken to have them reach the highest standard, Prof. Moore adds.

The North American Seed Company reports that the seed trade is about steady with no real scarcity manifest in supplies as yet. Fair supplies of all kinds of seeds are in sight. The demand for seeds is reported as up to the average, a good normal demand for this season of the year. The company points to the great prosperity of the dairy districts of Wisconsin and that the farmers are amply able to buy all the seeds that they need and that for that reason alone, a good demand is anticipated. At least six to eight weeks more of active seed trade is expected by the North American company. Red Clover is quoted at \$18 to \$22.50, Alsike at \$15 to \$18, Alfalfa at \$18 to \$22, White Clover at \$40 to \$50 and Timothy at \$6 to \$7.

The Kellogg Seed Company reports that the seed business is a little quiet for this time of the year. While sales have been large, the volume of buying has not been up to the high standards that had been expected. The backward spring weather is believed by the Kellogg company to be responsible for any lack of sales demand which has been apparent. The entire East has recently had some very heavy snow storms and snow blockades, while in the West the roads have been impassable and the farmers have not been able to buy as much seed as they would like. This has interfered to some extent with the expected reorders from the country dealers. With the advent of warm and seasonable weather, and especially with the near approach of spring weather and planting, the demand for seeds is expected by the Kellogg company to be excellent. In fact with the buying which has been delayed, a still heavier volume of purchasing than usual in March, it is said could legitimately be expected. The company reports that the market is holding steady and there is no weakness, and on the other hand there is no surplus in sight of the various kinds of seeds. The Kellogg company quotes Red Clover around \$17 to \$20, Alsike ranges as a rule from \$12 to \$15, White Clover is said to run from \$40 to \$50 and Timothy is quoted from \$5.75 to \$6.30. The company does not offer any quotation on Alfalfa because there is little seed of this kind in the market.

The Teweles Seed Company reports in a most optimistic vein that demand for seeds has proven to be of large volume, in fact that the call for seeds has been larger than the normal volume which might be looked for at this season of the year. The company also believes that with the advent of warmer weather the volume of trade will take a still further spurt. In fact outlook for the future is said to be exceptionally strong.

The Teweles company says that the market for seeds is fairly strong although there is no great scarcity of seeds; on the other hand, there is no

essential over supply and no great surplus is looked for in any of the leading lines. Quotations for seeds as reported by the Teweles company indicate an active demand with Red Clover at \$18 to \$22, Alsike ranging from \$14 to \$17, Alfalfa ruling for the most part from \$19 to \$20 for choice goods, White Clover selling at \$50 to \$60 and Timothy prices being given at \$6.75 to \$7.

The Courteen Seed Company announces that the demand for Red Clover seed has been disappointing and that the market for this commodity is now a little easier. Trade in Red Clover is now said to be in the favor of the buyers and not with the sellers. With a good demand for the rest of the season however no large surplus is looked for. The yield of Red Clover was said by the Courteen company to have been a little better than expected, while the demand never developed as the trade had expected. The company says, for instance, that New England failed to take the seed that had been anticipated. This is blamed however on the late, cold and stormy spring and heavy snows, which have meant a delayed spring and reduced buying. However, when warm weather comes, better buying is looked for from that section of the United States. All other lines of seeds, the Courteen company says, are selling in a good, steady to firm market. The trade in Timothy is reported as very gratifying with a firm market. Good seed trade is looked for by the Courteen company for the rest of the season, with a chance that the demand for Red Clover may revive and stiffen up the market in this line also. The company quotes country lots of Red Clover at \$15 to \$19, and cleaned seed in car lots at \$18 to \$21. Alsike is quoted all the way from \$13 to \$18, Alfalfa is selling at \$17 to \$20, White Clover ranges from 42 to 52 and Timothy is ruling at \$6.40 to \$6.85 for car lots.

A seed business has been opened at Oshkosh, Wis., by Morris B. Smith.

A cottonseed house is to be erected at Biggers, Ark., by Frank Harrison.

A new seed company has been organized at Piercet, Ind., as Radcliff & Dahner.

A branch is to be opened at Nampa, Idaho, for the Burton Seed Company of Denver, Colo.

The Templeton Seed Company has been incorporated at Waco, Texas, by O. N. Templeton.

A seed corn business has been added to the business of S. B. Wenger of South English, Iowa.

The seed business of K. S. Cleveland at Versailles, Ky., has been purchased by Mr. Stedman.

A seed business is to be conducted at Greensburg, Ind., by Chas. Sturgis and John Richards.

The seed cleaning plant and warehouse of G. M. Taylor at Georgetown, Ky., is to be rebuilt. It will occupy temporary quarters until the new

houses are completed. The building burned in October with a loss of \$50,000.

The seed and feed business of John Myer at Holden, Mo., has been purchased by Walter Tevis.

A warehouse costing \$60,000 is to be erected at Fredonia, N. Y., for the Fredonia Seed Company.

Larger quarters are now occupied by the Brownsville Produce & Seed Company of Brownsville, Tenn.

The Farmers Hardware Company of Lancaster, Minn., has added a seed department to its business.

The Militello Grocery Store of Silver Creek, N. Y., has added a new seed department to its business.

Business operations have been suspended by Weeber & Don, an old seed firm of New York City.

Raymond Gardner is now assistant to the manager of the Bruns Seed Company at Davenport, Iowa.

A business in seeds, farm implements, etc., is to be conducted at York, Pa., by the Farm Supply Company.

Clifton S. Brown and W. C. Smith have incorporated at Baltimore, Md., as the Maryland Seed Company.

The seed and feed business at Brodhead, Wis., of F. F. Arnold is to be conducted by Chester A. Gempeler.

Remodeling and enlarging has been done to the seed house of the Mesa Seed & Feed Company of Mesa, Ariz.

I. G. Simmons, seedsman and dealer in implements in Garnett, Kan., is succeeded there by the Farmers Union.

A seed department is being added to the present grocery and hardware business of the Berger Bros. at Columbia, Ky.

A seed department has been added to the business which the Cook Bros. have been conducting at Silver Creek, N. Y.

The Townsend Feed & Seed House was recently opened for business at El Reno, Okla., with E. L. Kalbfleisch as manager.

P. Olson and C. V. Allen are interested in the Newcomer Bros. Seed House at Aledo, Ill., which has opened for business.

The A. J. Kaufman Company has started in business at Moneta, Calif., and will carry garden, flower and field seeds, bulbs, etc.

A wholesale and retail business in field seeds, poultry and dairy feed, has been opened at Wayne City, Ill., by O. H. Harvey.

A seed company has recently started at Binghamton, N. Y., as the Smith Conklin Company. It opened for business March 1.

A. B. Kirby has sold his property at Gaffney, S. C., which he operated as the A. B. Kirby Seed Company, to the Georgia-Carolina Seed Company

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and has been named as resident manager of the company. He will also have supervision of the Atlanta office of the concern.

A. C. Morris & Co., of Frankfort, Ky., seed and implement dealers, have increased their capital stock from \$15,000 to \$20,000.

L. H. Gardner, D. Earnhardt and H. Rauch have incorporated at Salisbury, N. C., as the Dixie Seed Company. Its capital stock is \$20,000.

A. I. Gordon has formed connections with the Jefferson Seed Houses of Jefferson, Iowa. He was formerly with the Marshall Seed Company.

Z. T. McDaniel of San Jon, N. M., has installed a new seed department in connection with his merchandise business and has opened a new store.

An addition is being erected to the present seed store of the Seminole Seed Company of Gainesville, Fla. It will increase the space about one-third.

An interest in the seed and implement concern of Hugh A. Tistadt Implement Company at Caruthersville, Mo., has been purchased by William A. Joplin.

A complete dairy supply department under the supervision of Roy L. Perry has been established by the Phoenix Seed & Feed Company of Phoenix, Ariz.

A seed store has been established at Holdenville, Okla., by J. G. Adams, to be known as the Adams Seed Company. He will feature poultry and dairy feeds.

The seed and grain business of J. A. Daniel at Mocksville, N. C., has been taken over by the Farmers Seed & Grain Company. O. R. Allen is proprietor.

The Davis Hardware Company of Columbia, Ky., is to handle seed and implements in the future. The company formerly operated a hardware store exclusively.

J. Hunkeler, H. D. Pfinger and J. F. Boshard have incorporated at New York as the Seed Growers & Dealers of America, New York. Its capital stock is \$100,000.

A one-story building costing \$3,000 is to be erected at Ogden, Utah, for Thomas Farr & Co., feed and flour dealers. They will install seed bins, racks and shelving.

Capitalized at \$50,000, the United States Seed Abstractor & Curer Company has been incorporated at Madison, Wis. C. Kronenberg, M. A. Karls and A. A. Zeier are the incorporators.

To conduct business at Detroit, Mich., the Bennett-DeBruyn Seed Company has been incorporated, capitalized at \$10,000. F. L. Bennett, John DeBruyn and Chas. J. Burns are interested.

Mr. and Mrs. W. E. Sharpe and J. A. Patterson have purchased the interest of E. E. Martyr in the Magnolia Seed & Floral Company at Dallas, Texas. The company has two stores at Dallas.

The Wm. Vollbracht Company of Barry, Ill., has added two new branches to its seed, wool, grain and implement business at Pittsfield and Mt. Sterling, Ill. The company also operates at Camp Point and Ursa, Ill.

The retail seed and poultry supply business of H. H. McVeigh at Oskaloosa, Iowa, has been sold to Fred G. Loos and George J. Loos who will conduct same under the name of the Loos Seed Company. Mr. McVeigh will conduct a wholesale seed and poultry business there.

The Colby Bros. Company, dealers in feed, flour, lumber and fuel, at Thorp, Wis., has filed a petition in bankruptcy.

Voluntary bankruptcy proceedings have been started by J. G. Sutton, a feed and flour merchant of West Newton, Pa. Its liabilities are \$20,000; its assets, \$9,564.

A voluntary petition in bankruptcy has been filed at La Crosse, Wis., by W. W. Hartig, a flour and feed dealer of Edgar, Wis. The firm's liabilities are \$5,303; its assets, \$3,820.

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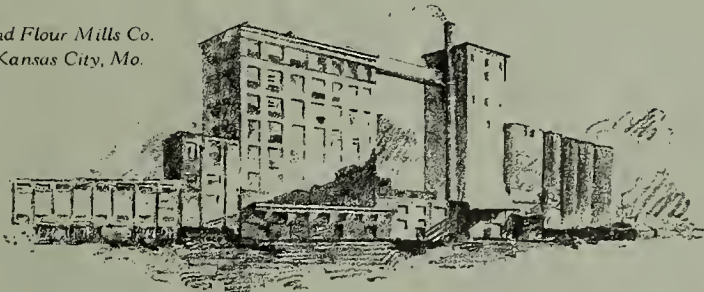
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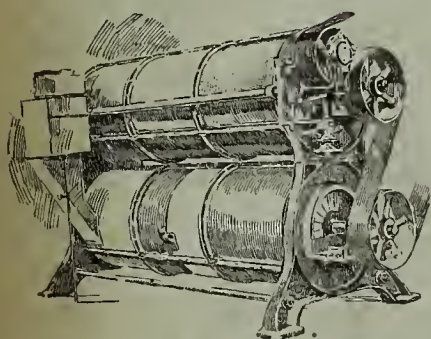
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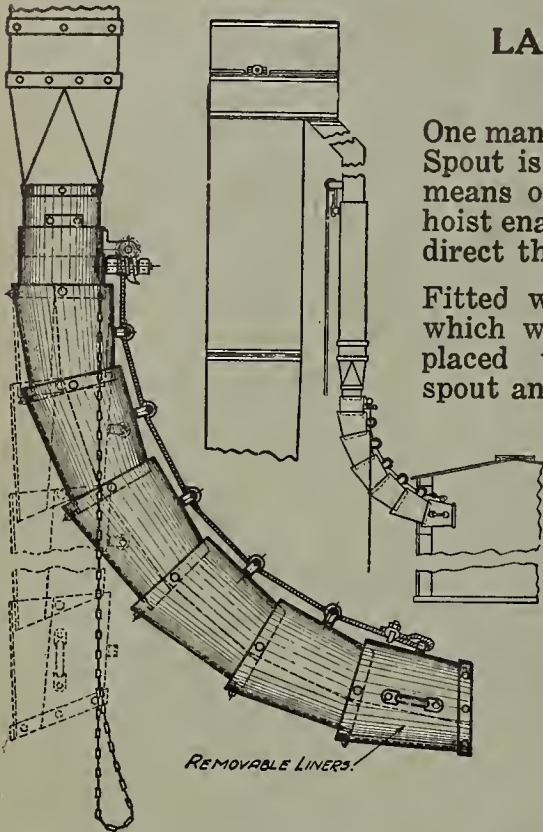
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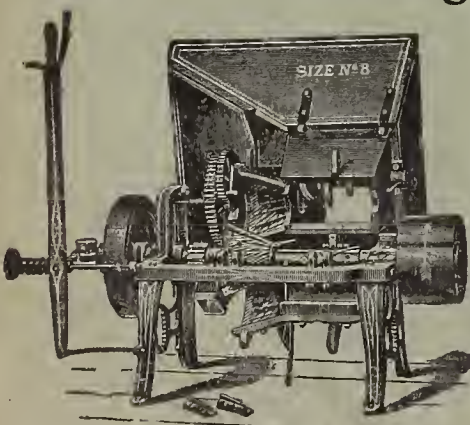
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